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Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Board presidency changes

Budget balancing

Fares, other funding facts weighed

Adjusted local fares is a current possibility in AC Transit's program to establish a balanced operating budget for Eastbay bus service. Such an operating budget, Board and management agree, must reflect the District's uncertainties about future levels of federal and state operating assistance.

Additional complications clouding the District's finances include potential costs of new requirements under the federal Fair Labor Standards Act (previously not applicable to mass transit) regarding overtime compensation for public employees, and a major immediate burden resulting from recent massive increases in the cost of maintaining insurance coverage.

The latter is of real and significant concern, according to Acting General Manager *Nat Gage:*

"Many public agencies, including cities, school systems, and parks and recreation districts, are now facing a terrible dilemma. They either cannot get insurance, or they have to pay such an exorbitant premium that insurance is impractical."

To address this situation, Gage says, the District not only is reviewing existing insurance programs but exploring what new providers may have to offer.

Important budget-related actions to date, in addition to the transbay fare increase which took effect January 1, have included curtailment of all non-essential District expenditures and a reduction in management personnel.

Fare-adjustment alternatives offered for public comment in a January 22 public hearing included across-the-board increases in all local Eastbay fares; selective increases for particular categories of passengers; introduction of a commute-hour-only cost differential; or some combination of these possibilities.

Currently, local fares for AC Transit's Eastbay passengers are 60-cents, adults; 40-cents, youth; and 15-cents, seniors and handicapped.

Proposals for local fare increases (categorized by adults, youths, senior/handicapped) include the following:

Possible Across-the-Board Alternatives:

#1	$ .75	$.50	$.20
#2	.85	.60	.25
#3	1.00	.70	.30

Possible Peak-Hour-Only Surcharge: Fares which would be levied *in addition to the current fare* (shown above) only 6-9am and 4-7pm weekdays.

#1	$ .15	$.10	$.05
#2	.25	.15	.10
#3	.35	.25	.15
#4	.50	—	—

AC Transit patrons crossing the Oakland-San Francisco Bay Bridge by bus began paying, on the first day of the New Year, the following fares:

ADULTS: Zone 1, $1.50; Zone 2, $1.85; Zone 3, $2.25.
YOUTH, SENIORS, HANDICAPPED: Zone 1, 70 cents; Zone 2, 85 cents; Zone 3, $1.05.
MONTHLY PASSES: Zone 1, $54; Zone 2, $67; Zone 3, $81.

Summing up his views on the District's overall status at the beginning of 1986, Gage warned against a too narrow field of focus:

"We need to maintain a balance among our concerns. If we focus our entire creative abilities on funding matters, we may neglect other areas which need equal attention; though it is, of course, true that without adequate financial resources, we are unable to deliver the quantity and quality of service our riders have indicated they need and want."

As to the sources of needed financial relief, Gage discouraged any tendency to count on much from official coffers:

"They are intent on matters they consider of higher priority."

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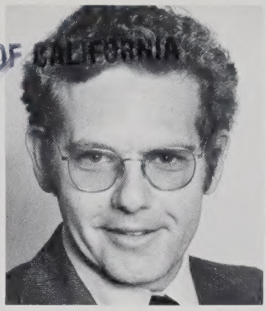
Linda Shepard elected President

Linda Shepard
President



Michael Fajans
Vice-President

AC Transit's Board of Directors elected *Linda Shepard* President and *Michael Fajans* Vice President at the policy-making body's first meeting of the New Year. The officers will serve for the next 12 months.

An Oakland-based communications consultant, Shepard has been a Director since 1982, representing voters of Fremont, Newark and west Hayward. She becomes the first Black woman to hold the position of Board President.

"Transportation problems — and the necessary solutions — are a top concern for many Eastbay residents," said Shepard in accepting the key Board position. "We at AC Transit must and will plan and provide improved bus service to address the travel needs of our passengers."

On a cautionary note, however, she stated that the District's ability to increase levels of Eastbay and transbay bus service currently is limited by serious financial constraints. Since a practicable long-term solution permitting service growth will hinge on development of a stable new source of funding sufficient to meet projected needs, Shepard promises a continued emphasis on efforts to develop regional consensus on a program that will support future transit improvements.

Shepard also voiced firm belief in fostering participation of Eastbay residents in service planning and operations:

"This District's Directors have long had a commitment to involve everyone — including the disabled, all minorities, and women — in all aspects of AC Transit operations. We also will have a work force that represents the ethnic and cultural make-up of the Eastbay."

Shepard,who succeeds veteran Director *William J. Bettencourt* as President, represents Ward V (the west Hayward/ Fremont area). She serves currently as Vice President for Human Resources of American Public Transit Association and as a member of that advocacy group's Legislative Task Force. Her career background includes broad professional experience in public transit and politics.

Fajans, the Board's newly-elected Vice President, has been a Director since 1979, representing residents of Ward I (portions of Berkeley and of north, west and downtown Oakland). He is an urban planner.

THE COVER - Before she accepted a gavel herself (as shown here) on January 8, Linda Shepard, beginning a year's term as top Board officer, first presented her predecessor, William J. Bettencourt, with a commemorative gavel mounted on a plaque honoring his long tenure and four separate terms as president of the District's policy-making body. Shepard, representing voters of Fremont, Newark, and portions of Hayward since 1982, assumes the Board Presidency after serving last year as Vice-President — the post now held by Michael H. Fajans.

Survey gives data on bus use, users

A recently-completed passenger survey reveals an interesting picture of a hypothetical "average" AC Transit rider: a woman just under 29 years of age who uses the bus five to seven days a week, and who usually walks to and from the bus stop at each end of a trip.

The statistical data collected in this systemwide survey does not really describe an actual individual. The survey results register demographic changes from previously-collected information. It is expected to prove very useful to the system's service planners, according to *Don Larson,* research and planning manager. Larson summarized for District Directors during a December Board meeting what the latest survey indicates;

- That 56 percent of AC Transit's weekday riders are female.
- That 49 percent report annual household incomes of $20,000 or less.
- That 42 percent use the bus to commute, while another 25 percent report its use in traveling to or from school.

According to the study, 60.4% of all riders take just one bus to complete their travel while 35.8% require two coaches for each single trip. Some one-third of the riders reportedly transfer between AC Transit routes or to BART. Nearly three-quarters of the respondents said they use buses five to seven days each week, indicating a high level of reliance on AC Transit.

The study polled 25,735 passengers — more than 10 percent of an average weekday's boardings. Ridership was surveyed at all hours of the day, on weekends as well as weekdays, to ensure that statistically valid data was collected to reflect usage throughout the 38 cities and communities served by AC Transit.

Fewer than half the respondents pay cash for bus rides; the majority use monthly passes, convenience tickets or transfers — a change from the last such survey, in 1978, when 72.8 percent of those polled paid cash (monthly passes were not introduced until 1979).

Profiling passengers

The survey results will aid in planning future service improvements, developing marketing programs, and meeting federal, state and local reporting requirements, Larson noted.

Robert Shamoon retires As up-from-the-ranks Career in transit ends

Recently-announced retirement plans will bring to a close *Robert J. Shamoon's* 31-year public transit service career, which began in the Transportation Department of Key System (the District's privately-owned predecessor) in 1954.

Shamoon began serving Eastbay riders as a bus driver, then earned promotion to increasingly responsible positions — road supervisor, central dispatcher, labor relations analyst, personnel manager, and (for the past seven years) assistant general manager for Operations.

In addition to his responsibilities at AC Transit, Shamoon has devoted considerable time to civic activities and community-based organizations — particularly in southern Alameda County where he and wife, Zelpha, make their home.

With the beginning of 1986, he announced plans to enjoy accrued time off prior to official retirement, which will be noted with appropriate celebration as the actual date draws closer.

An avid sportsman and hunter, Shamoon says his future personal activities will include development of a new leisure-time abode to be built in the State's northern region.

New headquarters, Hayward Division: Building continues

REACHING UP — AC Transit's new General Office structure stretches up ten stories in Downtown Oakland. The skeletal steel outline dwarfs pedestrian walking on west side of Franklin Street. Current construction schedules call for project completion by the end of 1986. Finances are being provided through a unique and innovative agreement with the private sector furnishing the funding. Construction of the General Office is separate from the Facilities Improvement Program, which includes development of the new Hayward Division slated for operations in June (photo below).

The District's appearance, as well as its operations, will be changed with the Facilities Improvement Program — the massive reconstruction effort being carried out for better AC Transit service. The new Hayward Division (above and at right) will be home for 208 buses and some 500 employees later this year. The site is on the old Mack Truck Co. property behind the Hayward airport off West Winton Avenue.

Hayward Division's parking structure (middle picture) is completed, while connecting structure and administration building (above) nears completion.

FOCUS: Transit People and Projects

"College Day" conversation

CAREER HORIZONS — Training and Education Manager Michal Settles (right) discusses objectives of the District's second "College Day" — held December 7 at AC Transit's new learning center in Hayward — with Dona Boatright, Assistant Dean of Applied and Social Sciences at Chabot College. The "College Day" program is part of the informational/ counseling/tuition reimbursement support offered employees seeking to advance themselves in their work by enrolling in vocational or higher education programs in their spare time.

30-year award given

DRIVING FEAT - Operator Henry Christi accepted a commemorative plaque and congratulations from Acting General Manager Nat Gage during December ceremonies honoring his three decades of accident-free service behind the wheel of AC Transit buses. The 11th District driver to achieve this coveted driving record, Christi began his public transit career January 3, 1952. He is currently at Newark Division, driving on Line 20-Newark and Line 26-Niles. In addition to the plaque, Christi received the 30-year safe-driving ring worn only by 10 other District drivers.

Our 'Stockholders' Write

I want to thank AC Transit for the prompt action taken on my letter of 11/1/85. Linda of your Customer Relations office (*Linda Crowe,* assistant superintendent, East Oakland Division) called yesterday to express AC's concern over the situation and, also, to ask me to meet with Mr. Purdy (*Glen Purdy,* transportation supervisor), whom I found to be very courteous, concerned and helpful.

In speaking to Linda, I realized that despite the many times I have called up and complained about one thing or another, I have never taken the time to write AC about how much I appreciate the quality of the system. One reason I do call and complain as much as I do is that I ride your system so much — up to seven days a week — to and from work, grocery shopping, errands, visiting my widowed mother, etc. And I, of course, want a system that runs well and serves me well.

One individual I would like to point out is Pat *(Pat Davis,* Telephone Information Center). I think I have talked with her more than anyone in the office. In fact, I think she goes out of her way to serve the public.

Diane Andersen
Oakland

* * *

Congratulations on your outstanding performance throughout the last 25 years.

I started taking AC from Richmond to San Francisco in 1960 — and still do, at least until February, '86, when my company will be moving to San Ramon.

Will miss your excellent service. Thanks for being so dependable.

V. W. Hackbarth
El Sobrante

Not only is this driver *(Annetta Jackson)* extremely capable in the mechanical phase of operating the bus safely and on time, but she creates an atmosphere which is conducive to a most pleasant ride.

She greets each passenger cordially with a friendly word and a warm smile, provides information when needed, inquires about the well being of regular passengers, gets them to their destination safely and on time, and leaves them again with a warm smile and a friendly good evening.

Win Currier
Alameda

* * *

This is a letter of appreciation for one of your drivers, *Vince Donato.* For the full tenure of several months on the BX bus from the San Francisco Terminal to Naval Supply Center he was a monument of reliability, never once being late for his 7:30 a.m. arrival, regardless of rain, wind, accidents and tieups on the Bay Bridge.

Drivers like Donato are really appreciated.

Charmion Denbeaux
San Francisco

* * *

I have been a commuter on the E Line for the past 15 years, and I have yet to meet a driver on that line who did not come up to a great standard of politeness and helpfulness. Please thank them all on my behalf.

Commuting is a difficult business at best, and your service and drivers are making it as easy as it can possibly be.

Anna M. Diemand
Oakland

Actions of the Board

At an adjourned regular meeting November 26, the Board of Directors:

- Adopted resolutions relating to benefits of ex-Board members and to appointment and compensation of District officers, on motion of Director Shepard.
- Approved specified schedule of transbay fare increases; set public hearing for January 22 to consider local fare adjustments, on motion of Director Rinehart.

* * *

At an adjourned regular meeting December 4, the Board of Directors:

- Adopted resolution amending rules and regulations governing District travel reimbursement claims, on motion of Director Rinehart.
- Approved procedures governing use, assignment, and maintenance of District non-revenue vehicles, on motion of Director Shepard.

* * *

At an adjourned regular meeting December 18, the Board of Directors:

- Adopted resolution relating to health and welfare benefits of specified District retiree, on motion of Director Rinehart.
- Authorized travel of Purchases and Stores Manager to Washington, D.C., to attend APTA committee meeting January 8-9, on motion of Director Rinehart.
- Approved support for amending State Vehicle Code to permit front-mounted bicycle racks on buses, on motion of Director Fajans.

Transit-Times

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Mike Mills.....Marketing Manager
Diane Nyggard.....Operations Programming and Analysis Manager
Michal Settles.....Training and Education Manager
George C. Skezas.....Superintendent, Central Maintenance
Tom Swanson.....General Superintendent, Richmond

At a regular meeting January 8, the Board of Directors:

- Authorized travel of Acting General Manager to the APTA Management Seminar January 26-30 in Florida, on motion of Director Rinehart.
- Elected Linda Shepard President and Michael Fajans Vice President for 1986, on motion of Director Rinehart (see story, pg. 3).

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MAY 19 1986
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Car-pooling: When is it a help? When is it a hindrance?

APTA conference

District hosts maintenance event

MAINTENANCE MEET — American Public Transit Association's Bus Technology Maintenance Conference participants (top) came from across the United States and Canada. They were welcomed by AC Transit Board President Linda Shepard (above). Acting General Manager Gene Gardiner (above left) greeted APTA's Frank Cihak, right, and John J. Schavone.

More than 200 visitors came to Oakland in early March to talk about transmissions, drive trains, brake retarders, dynamometers, and other matters found in maintenance manuals. The bus technology maintenance conference was sponsored by American Public Transit Association, which represents more then 2,000 public transit agencies in the United States and Canada.

Participants included company presidents, managers of maintenance departments, members of boards of directors, and rank-and-file maintenance workers. Their shared goal was to become better informed on materials and procedures for dealing with bus maintenance problems.

Board of Directors President *Linda Shepard* welcomed attendees by noting that Oakland was ideal for such a gathering because of the many modes of service in the Bay Area: trains, ferries, cable cars, light rail, and traditional urban transit buses.

District personnel who helped organize and host the week-long conference included *Glen Ratliff, Theresa D. Mayo,* and *Bernell Thomas-Davis.*

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Legislators hear funding plea

MAY 13 1986
UNIVERSITY OF CALIFORNIA

District Directors joined representatives of other Bay Area transit systems early this month to carry to the nation's capitol an urgent plea for continued operating assistance to the nation's mass transportation systems.

The message to Capitol Hill: "Stop funding cuts!"

AC Transit Directors conferred with key members of the House and Senate committees which have direct impact on mass transportation funding. Key cause for concern: the Reagan Administration's latest budget proposals to cut funds for domestic programs, which would mean loss of over $7 million from AC Transit's operating budget next fiscal year.

"Cuts of that magnitude would have major adverse impact on AC Transit and its riders — particularly the transit dependent who have no other mobility options," warns Board President *Linda Shepard*. "That message had to get to federal decision makers, and they listened."

Administration plans would eliminate all transit operating assistance to major metropolitan areas — including the Eastbay — and substantially cut allocations to transit capital programs, including new bus purchases. Such a cut in operating assistance would take away less than 10 percent of AC Transit's projected budget, but the effect would be to reduce transportation service levels severely.

"We understand and support efforts to restore balance to the Federal budget," Shepard states. "But we also expect that well-reasoned efforts to do so would involve cuts in all areas — not a disproportionate slashing of funding for vitally needed social and environmental programs, like mass transportation, which contribute so much to the quality of life in communities across America.

"AC Transit contributes directly and indirectly to the economy of Eastbay communities," the Board President notes. "That economy has been on the road to recovery, and AC Transit has played a part in the resurgence. We transport tens of thousands to jobs, medical appointments, school, recreational activities, and other destinations every day. In the process, we provide jobs and business opportunities."

According to AC Transit's 1985 ridership survey:

- Nearly 255,000 riders use buses each weekday.
- 75 percent say they are truly transit dependent — lacking automobiles to meet their transportation needs.
- 72 percent report they use buses at least five days a week.
- 42 percent are commuting to work while another 25 percent are traveling to or from school.
- 9 percent of weekday riders — and 13 percent of weekend patrons — are over 60 years of age.

"The Congress must recognize the value of the District's continuing contribution to these riders and to our community, even if the President doesn't," Shepard states. "And given the reception we received on Capitol Hill, it seems quite likely that our representatives will be somewhat more sensitive to the needs of this District and its patrons."

Ridership shows Gains in Fremont

The number of bus riders in Fremont, Newark and Union City has increased 4.3% over last year, according to *Don Larson*, research and planning manager, who spoke March 18 to the Tri-City Transit Advisory Committee. AC Transit currently carries 12,780 passengers daily in the Fremont/Newark/Union City area compared to 12,247 a year ago.

Larson presented figures showing that Line 47-Fremont Blvd.-Ohlone College gained the most riders — 25.8%. Second-highest gain was on Line DB-Dumbarton Bridge service — up 24.3%.

Shepard talks to District group

The task of maximizing the productivity and effectiveness of AC Transit's workforce tops the list of the District's objectives for 1986, states Board President *Linda Shepard.*

At the Management Association's March meeting, the Board President listed several factors influencing AC Transit's 1986 action agenda: the naming of a new Acting General Manager; the Directors' dedication to fostering greater productivity in District activities; and a Board commitment to aggressive utilization of innovative human resources programs and projects.

"This will be a year of challenge and change," Shepard stated. "In recent months and years, AC Transit has experienced many major changes and there will be more to come. Change and growth is necessary if AC Transit is going to continue to exist; collectively, we must grow as we refine our organization to meet future requirements.

"Jobs performed by AC Transit employees are vitally important," she stated, "because we impact directly the people of the entire metropolitan East Bay. We serve working people of all ages, as well as school children, senior citizens and disabled riders. Nearly three-quarters of these patrons have no other alternative — the bus service we operate is their basic option. And they have a right to demand excellence from us, their public employees."

At the association meeting, Shepard voiced one important concern she shares with newly-appointed Acting General Manager *Gene P. Gardiner:* the District's need to fill vacant executive level positions with capable, energetic professionals. Shepard stated that the Board of Directors puts a high priority on achieving this end.

Further, she said, the Board is committed to monitor performance closely and to make necessary policy adjustments to ensure that the District makes headway in its agenda. Flowing from this commitment comes communication, up and down the organizational ladder, which will assist employees in focusing on the necessary individual actions required to achieve the District's collective mission.

Another area the Board President identified for particular attention this year is the affirmative action function, which monitors AC Transit performance in providing equal opportunity without regard to race, ethnic origin, sex, age, or physical disability. President Shepard pledged that, this year particularly, the Affirmative Action Department will be more visible in influencing new hires representative of all segments of the community, and in assisting in-house employees seeking advancement within the District's structure.

She also advised staff at the association gathering to keep in clear focus the Board's long-standing requirement that AC Transit — the organization as well as individual employees — be actively involved, not only in serving the communities of the metropolitan East Bay, but also in communicating with the people of the service area to obtain their input and support.

"The very reason for AC Transit's existence is to serve bus riders and I am confident that the District — and its employees — will continue to do an increasingly effective job of that," she told the association.

"It is our tradition at AC Transit to serve, and you may rest assured that a dedicated, hard-working Board of Directors will vigilantly foster and pursue cooperative efforts on the part of all employees — from the Acting General Manager to the newest new hire — to continue and expand on this tradition."

New shelter designs Featuring ad spaces Studied by District

COVER STORY — District representatives took advantage of MUNI's shelter selection process (the San Francisco system's choice proved to be the one directly above) to study design, materials, and the concept of having ad space in future bus stop modules.

District Research and Planning personnel and Marketing Department representatives recently examined a display of specially designed bus shelters, with advertising spaces, when they were assembled in San Francisco for MUNI. Four different designs were set up for inspection at Civic Center Plaza, each design representing new concepts, such as flip-up seats rather than fixed benches. The advertising spaces could help produce much needed dollars to ease current financial pressures.

According to *Don Larson,* research and planning manager, "We have looked at them with the idea of private enterprise investing in transit systems. It seems like a very feasible proposition, and we will be paying a great deal of attention to the response in San Francisco." Larson said opening talks with City of Oakland were held recently to explore the possibility of pursuing a similar program in the East Bay.

The displayed shelters were reviewed by a special 13-member commission which reported their choice to the San Francisco Public Utilities Commission. Several factors will determine whether such shelters would be practical in the East Bay. According to *Mike Mills,* marketing manager, such factors as maintenance, security, appearance, comfort, and public response must be weighed, as well as projections of revenue which might derive from the advertising potential.

"One obvious concern we have," Mills said, "is whether the communities where they would be located would find them aesthetically pleasing."

Mills points out that the 350 shelters scheduled for San Francisco this fall will give AC Transit a "good sampling of public opinion on the concept, plus a chance to see how durable the product actually is."

"Casual" carpools give concern

A new phenomemon in the East Bay — casual carpooling — is rapidly defeating the basic principle behind ride-sharing, which is to reduce the number of commute-hour vehicles on our increasingly crowded highways.

Casual carpooling's major achievement is to shift hundreds of weekday morning commuters heading across the Bay from high-capacity modes like buses and BART to low-capacity automobiles. It also gives these commuters, and the motorists who pick them up, a free ride across the Bridge — at the expense of other drivers and transit riders also using this corridor.

This activity already has had its effects on AC Transit transbay bus operations, which serve some 36-thousand riders on an average weekday. A 1985 survey estimated that up to 3,000 people a day make casual carpooling contacts at or near transbay bus stops throughout the metropolitan East Bay. It's simple to compute the resulting farebox revenue loss: up to nearly $1 million a year.

Free passage

The practice results from the 75-cent toll for automobiles crossing from the East Bay on the San Francisco-Oakland Bay Bridge. This toll is waived on weekday mornings for any vehicle with three or more occupants, resulting in a truly one-way carpooling activity. Since there is no toll when leaving San Francisco for the East Bay, there is little incentive for casual carpool participants to make their practice an efficient mode for round-trip commuting.

A 1985 survey showed that nearly 65 percent of the casual carpoolers polled were formerly AC Transit bus riders who normally would pay $1.50 to $2.25 per bus trip. Another 24 percent said they previously used BART. One of the District's key concerns is that the resulting loss of westbound passengers may force reductions in morning commute service, setting off a disturbing cycle of further passenger loss feeding yet more casual carpooling and additional transit cuts. Also, the practice of people and cars gathering at busy bus stops creates some very real safety hazards.

For instance, at Lakeshore and Lake Park avenues in Oakland — a busy bus transfer point where most casual carpoolers also congregate — motorists seeking extra passengers to gain a free bridge crossing often block the bus stop, even though there is a designated carpool staging area nearby. Waiting motorists literally force bus patrons to walk through traffic, sometimes even across two or three lanes, to get to a coach.

Uncasual consequences

AC Transit is not opposed to carpooling, though some critics label the District as such. We do oppose casual carpools for the following summarized reasons:

- The practice of mixing automobiles, pedestrians and buses at heavily trafficked stops is dangerous. It may yet result in an unnecessary, and most certainly avoidable, accident.
- The great risk of crime stemming from strangers riding with strangers in private cars.
- Casual carpooling's failure to reduce the number of automobiles crowding the Bay Bridge corridor.
- Parsimonious motorists avoiding a 75-cent bridge toll at the expense of publicly-owned transit systems which must provide manpower and equipment to give commuters one-way trips back each afternoon.

In other regions, measures have been taken to moderate the adverse impacts that uncontrolled casual carpooling have on more efficient forms of mass transit. AC

(Continued on page 7)

58th driver earns 25-year safe driving award

SAFE DRIVER — Emeryville Operator James L. Ward received congratulations this month as the 58th driver to reach the 25-Year Safe Driving milestone. Presenting him with his plaque was Division Superintendent G. L. "Mo" Gross. Ward thinks "Paying attention to what you do and being aware of your surroundings" is the formula that helped him wheel a bus more than a million miles while serving more than two million passengers. "It gets easier with experience," Ward adds. He thinks the biggest change he's seen since he started is "traffic conditions!" He and wife Bobbie live in Vallejo.

Not casual: Bridge woes, Fare loss, bus zone abuse

(Continued from page 6)

Transit is not suggesting such programs at this time. But the District does call public attention to problems caused by impromptu carpooling, because the economic impact on AC Transit (and BART) is significant and is increasing.

Also, further increases in casual carpooling will impede efficient bus operations and traffic movement on the Bay Bridge, which is at the heart of a very crowded corridor, needing major improvements in efficiency to meet projected demand for commute-hour crossings in years to come. In these improvements, true HIGH-occupancy-vehicles must be given high priority.

(This commentary was excerpted from a speech prepared for presentation by Director Jerome G. Wiggins at April's American Public Transit Association Western Conference in San Jose.)

PUBLIC HEARING/FIVE YEAR PLAN

Wednesday, May 21, 1986, 7:30 p.m.
METROCENTER Auditorium
101 8th Street
Oakland, CA 94607

District's bus ads Aimed at lost kids

"Pedestrians and motorists can't avoid seeing these pictures; and if they help just one child return home, the effort will be rewarded," says AC Transit Board President Linda Shepard (above) of the project she spear-headed for boosting the drive to locate missing children.

Winston Network, Inc., which handles District bus advertising, provided the exterior ad space for posters reading "Help Me" in bold red and displaying photos of typical missing children, plus a number for citizens to call to provide helpful information in this humane effort.

Divisions sponsor safe-driving events

Competition to meet monthly safe-driving goals is carried out at many levels. Individual drivers compete against themselves and each other. Operating divisions — Newark, East Oakland, Emeryville, and Richmond — compete among themselves. The whole System competes by comparing current tallies with previous statistics related to safe driving. All this competition is designed to provide focus on the need to assure passengers the safest possible bus trips.

Acting General Manager Gene Gardiner (himself a former road supervisor) reviewed aspects of the job with Supervisor W. P. Williams (top left) during Emeryville Division's safe-driving coffee March 5. Newark Division drivers Jessie De La Cruz, Jr. (top right) and Dick Wise (left) also said hello to Gardiner.

Safety coffees allow info and idea exchanges

Newark Division Drivers Ruthie Walker (left) and Marion "Moody" McMillan (far left) greet Acting GM Gene Gardiner, as operators gathered at 5:30 a.m. to celebrate achievement of the month's safe-driving goal.

Operators Read rules For Roadeo

ROADEO READING - East Oakland drivers Michael Faulkner (left) and Terry Holmes check out posted information about the 1986 Bus Roadeo, for which competitors are being encouraged to hone their skills in advance on the District's training track.

FREMONT EVENT — AC Transit helped Fremont host Sister City visitors during the community's 30th anniversary celebration. Rainy weather did not dampen spirits of (left) Mayor Nakaji Koizumi, Fukaya, Japan; Vice Mayor Armando Castillo, Puerto Penasco, Mexico; and Fremont City Clerk Doug Eads as they and others set out to tour.

Service people win prizes with cleaner buses

CLEANING CHAMPS — The Maintenance Department's Linda Dewberry (top left) received congratulations and a monetary prize from East Oakland General Superintendent George Grandison when she became one of more than a dozen District service employees to be recognized for outstanding efforts in the "Clean Bus" program, in which inspectors like Road Supervisor Howard Dupuis (above right) make surprise in-house checks of vehicle cleanliness. Other service employees honored recently were Richmond Division's (above, from left) Timothy Winn, James Clark, Steven Hopson, and Harry Brooks. Employees picked for honors in the incentive program are given their choice of a $50 Savings Bond or a $25 gift certificate. The District's intensified coach cleanliness campaign calls for unannounced teams of inspectors to check bus stairwells, floors, seats, windows (inside and out), exterior body panels, and wheels. Each month a top crew is chosen.

Deaths of AC Transit drivers and two retirees reported

Two drivers and two retirees met their deaths in recent weeks.

Lucio Quintana, 52, a Richmond Division operator with 23 years of transit service, died March 2 in San Pablo, where he made his home.

He is survived by his widow, Pamela, and two children, Amy and Rebecca.

Donald R. Cooper, 27, who joined AC Transit as a driver in late 1983, died March 6 in Oakland. After working at East Oakland Division, he had left District service a week before his death.

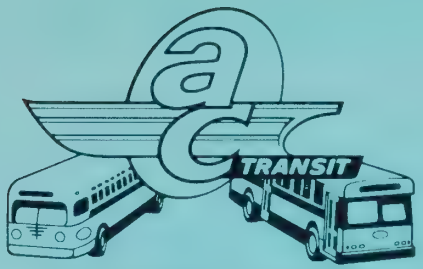
Cooper is survived by a brother, Brian Gilmer, and a daughter, Sparkle.

Robert Gettys, 59, who was assistant claims manager at the time of his retirement in 1981, died February 28 in San Francisco. His span of AC transit service at retirement was 11 years.

Gettys is survived by his widow, Mary Anne, and four children: Sandra, James, John, and Kristina. The family home is in San Francisco.

Louis R. Lowd, 88, who retired as a driver in 1962 after 36 years of service, died February 22 in Nevada, where he made his home in Carson City. He is survived by his widow, Mary.

Our 'Stockholders' Write



One of your drivers *(D.B. Barksdale)* is a young woman with such an outgoing, friendly and helpful manner that it is actually a pleasure to ride her bus. The passengers miss her on her day off.

You might utilize her talent for good public relations some day as an instructor if you wish to enhance the understanding of your drivers of the importance of good PR.

Miss Barksdale is doing a real job in building good-will for AC Transit.

G. W. Burckhardt
San Leandro

(Ed. Note: Driver Barksdale was also the subject of another commendatory letter, received during the same time-period, which was signed by five of her "morning passengers": Pauline Hadad, Marcie Irwin, Timothy Wu, Arlene Hix, and Rodell Scott.)

* * *

Ed Levy has been great: on-time, good disposition, courteous.

It's been great knowing the bus will be on time, with him on that route.

Karen Otto
Alameda

* * *

I am writing in regards to a bus driver by the name of *William King*. The bus he drives on Saturday is the 70 Line.

He is very kind and appreciative. He is very courteous to all his passengers, and I recommend him highly. He makes riding AC Transit an enjoyable pleasure. Keep hiring people like him.

Joyce Butler
East Bay

(addressed to Driver Hersey Harris)

I can't imagine that you have a good morning every day, but you somehow manage to give that impression. I enjoy catching the bus that you drive, because I know that it will be a pleasant and relaxing ride.

I know that I am not the only one who has noticed and benefitted from your courteous and friendly manner, and I wanted to let you know that you are definitely appreciated.

Mary Clare James
Alameda

* * *

I really appreciate this driver *(Mickie Jefferson)*. He is very concerned about the passengers and their safety. He is also very polite and always has a friendly smile. He is very considerate.

Mary Tatmon
Oakland

* * *

I was using the AC Transit bus quite a while, and the lady driver — *LaWanda Payne* — was so nice and kind to us. I appreciate it.

Thanks for giving us kindness while using the 57M bus.

Young Kim
Emeryville

* * *

This driver *(Chars Etta McCrory)* was extremely pleasant, with a 'good morning', helpful with unfamiliar riders, very courteous, etc.

It was a pleasure to ride with her.

David Alverson
Oakland

Actions of the Board

At an adjourned regular meeting February 26, the Board of Directors:

- Authorized travel of District's Accessibility Coordinator to attend UMTA Workshop on Bus Wheelchair Accessibility in Seattle May 7-9, on motion of Director Rinehart.

- Authorized Acting General Manager to enter into agreement with Wausau Insurance Company for specified coverage, on motion of Director Rinehart.

- Authorized Acting General Manager to acquire material needed for safety vests to be worn by employees exposed to vehicular traffic; to make specified expenditures to install convex safety mirrors on all buses; to purchase 18 automobiles and 15 pick-up trucks and vans through the State Office of Procurement; and to advertise and seek bids for five wheelchair lift-equipped vans and four trucks, on motion of Director Nakadegawa.

- Authorized specified service changes, on motion of Director Nakadegawa.

- Adopted resolution authorizing adoption of private enterprise participation policy and process, on motion of Director Rinehart.

- Appointed Gene P. Gardiner Acting General Manager, on motion of Director Bettencourt.

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Michal Settles . . . . . Training and Education Manager
George C. Skezas . . . . . Superintendent, Central Maintenance
Tom Swanson . . . . . General Superintendent, Richmond

THE COVER — More and more cars are creeping into crowded transbay bus stops as the practice called "casual carpooling" gains both adherents and attention. Effects of this latest wrinkle complicating weekday traffic patterns during the San Francisco-bound morning commute cause increasing concern to mass transit systems. See Page 6.

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Japanese television documentary To include Accessibility segment

What the Press is saying about transit

INSTITUTE OF GOVERNMENTAL STUDIES

THE TRIBUNE

MAY 2 1986
UNIVERSITY OF CALIFORNIA

A very pleasant ride on the 40 bus

Maybe it was because of the rain. Maybe nasty weather brings out the community spirit. But on one of our last rainy days I was on the 40 bus, and I thought I had stumbled onto the set for a training film, "How to use the public transit system with a smile."

I'm serious. If you know your buses, you're probably thinking that I'm making this up or that I was hallucinating on the bus. The 40 has the reputation as the worst line for everything that makes buses undesirable.

It also happens to drive through East Oakland, the heartland of Oakland's diverse community. I know some people will think the latter statement explains the former, that the line's difficulties are attributable to the fact the route follows the artery of Oakland's black-brown-yellow-red communities. I don't share that view.

Truthfully, I've never had a bad experience on the 40. I ride infrequently. But whenever I do, I always enjoy it, impressed all over again by Oakland's rich ethnic diversity and easy mix.

And this particular rainy day, the bus was a community of chatting, smiling, courteous people. I thought I was in a mobile utopian commune. Had we driven through a cloud of laughing gas or happy dust or something?

Teenagers were hopping out of their seats to let senior riders sit down like it was a new dance. One lanky young man with still baby-smooth skin gave up his seat three times, twice to older people, once to a pregnant woman. Three times. If that wasn't enough, this young knight in a pea coat helped a young mother lift her baby carriage off the bus • • •

Across the aisle a woman in her late 20s gets up to give her seat to an elderly man. He hesitated as if his male pride might have kept him from accepting the young woman's offer. A sudden stop decided for him, tossing him gently into the seat.

Another woman passed the standing passengers, bumping someone's arm as she went by. "Excuse me," was out of her mouth before the person noticed the bump. Is this a city? Is this 1986? The polite civility all over the bus was almost unbelievable.

People were talking to each other, actually striking up conversations with strangers they would probably never see again. A middle-aged man, holding a large pane of glass, and a middle-aged woman next to him discussed the storm that blew a tree limb through his front window • • •

The bus zoomed along. The young knight was standing again, talking to a young woman who had just started going to his high school. The older woman started talking about the loss of her only son. The fact that everyone was of a different race was seemingly noticeable only to me.

It was raining. Everyone was happy and friendly on the 40. City life felt warm and rich, spiced with pleasant and interesting encounters. I felt like I was dreaming while I was awake.

(This is excerpted from a column by the Oakland Tribune's Brenda Payton.)

System seeks new funding base

New state law insuring stable sources of funding to support bus service in the years to come has been proposed by two East Bay Assemblymen — Elihu Harris (D-Oakland) and Tom Bates (D-Berkeley).

The legislation which the District is backing is modification of state law governing allocation of half-cent sales tax monies collected in Alameda, Contra Costa and San Francisco Counties to support BART. Though the Bay Area's rail system would continue to be guaranteed 75 percent of these tax dollars, the proposal advocates dividing the remaining 25 percent equally between AC Transit and San Francisco MUNI. However, should federal operating assistance be cut substantially, AC Transit proposes that the split be made on the basis of need.

"We are turning to the State Legislature to gain a stable financial base from which we can plan future service improvements," states *Linda Shepard,* President of the Board of Directors.

In recent years, AC Transit has had to rely on annual discussions with MTC, BART and San Francisco MUNI to negotiate the distribution of operating assistance sufficient to support service — a situation which has prevailed since 1978, when passage of Proposition 13 severely slashed property tax support of AC Transit operations.

FUNDING EQUITY — Assemblyman Elihu Harris (top right) proposed new legislation concerning the formula for sales tax division among transit agencies at the state's Transportation Committee this month. Participating were (above) Acting General Manager Gene Gardiner and Board President Linda Shepard.

"All the others have stable sources to turn to," said Director *J. G. "Jerry" Wiggins.* "For some reason, in the regional process AC Transit ends up being treated like a second cousin; and that's particularly distressing since we serve patrons who often have no other option."

Among the economic elements proposed for incorporation in the legislation are two agreements tentatively reached in regional discussions: creation of a joint AC Transit/ BART pass garnering revenue for both transportation systems; and a new arrangement for BART to reimburse the bus district for riders transferring to or from the rail system.

Additionally, the legislation would allow allocation of Bay Bridge toll receipts to maintaining transit service, rather than limiting its use to capital projects.

"We are only seeking to redistribute funds, which already are available, in a more equitable manner," according to Shepard. "We strongly believe that all three transit systems in the metropolitan Bay Area — AC Transit, BART and MUNI — must have stable, secure funding."

Board, staff share info at APTA events

AC Board President Linda Shepard (top, head of table), also an APTA vice-president, this month convened the Human Resources Committee to plan a July conference in Oakland. Taking part in APTA's Western Conference were (far left) Larry Rosenberg, district secretary/assistant to the GM; and (left) Acting General Manager Gene Gardiner, with Director Roy Nakadegawa.

THE COVER - A half-dozen videomakers brought lights, cameras and note-pads from Tokyo to AC Transit this month to tape segments of a documentary being prepared by Nihon Denpa News for airing on Asahi Broadcasting in Japan. The producers say this documentary will acquaint viewers in the Asian nation with U.S. resources (like accessible bus service) and training available to persons with mobility-impairment — as seen from the perspective of a disabled Japanese student now living and studying in Berkeley. AC Transit's James Lee (center in top photo), accessible services coordinator and himself disabled, was videotaped at his daily work, including this conference with the Advisory Committee on Accessibility. The camera crew also taped bus drivers being trained in lift-operation.

Director Michael Fajans moderated a panel on the importance to transit of busways and HOV lanes at the American Public Transit Association's Western Education and Training Conference held in San Jose in mid-April.

(Continued on page 5)

Internal candidates win key positions

Appointments to fill two executive-level positions were announced late this month by Acting General Manager *Gene Gardiner* following internal promotional recruitment.

As new Director of Operations, *George Grandison* will be directly responsible for overseeing those functional areas directly involved in putting buses on the street.

In her new position as Director of Administration, *Michal Settles* will head the District's support functions: Marketing, Personnel and Risk departments, and the Training and Education Center.

Settles joined AC Transit in 1984 as Training and Education Manager after six years with the San Francisco Public Utilities Commission. She has a master's degree in personnel administration from Howard University. Grandison is a quarter-century veteran with broad experience in all aspects of bus operations.

"The selections were not easy," Gardiner said. "A number of highly qualified candidates were in the running."

Staff attends sessions

(Continued from page 4)

APTA draws many AC people

District participation was widespread in the workshops and panels of the American Public Transit Association's Western Education and Training Conference. Among attendees representing various functional areas within AC Transit were (top) Loren Ball, general superintendent, Emeryville Division; and (above) Donna Pate and Ben Davis of Employee Relations.

Western Railway Museum Shows old-time transit

Historical displays at the Western Railway Museum, located at Rio Vista Junction 10 miles east of Fairfield on State Highway 12 (Solano County), have long attracted AC Transit employees and retirees.

Vintage buses, including some from the fleet of AC Transit's predecessors, are among the collection.

Operated by the non-profit Bay Area Electric Railroad Association, Inc., the museum welcomes visitors from noon to 5 p.m. on week-ends.

Future commuter bus fleet proposed

Comfortable new express buses speeding crowds of commuters via traffic-choked city streets to 21st Century employment centers: that's a projected improvement in Eastbay commute-hour travel proposed to the Alameda County-wide Transportation Committee by AC Transit early this month.

"We're talking about new coaches, complete with special amenities designed to attract commuters, which would be employed in a manner specially tailored to meet the burgeoning need for high-speed sub-regional trips," says Board President *Linda Shepard.*

This future commuter service would be significantly different from current local bus routes in that the buses would be limited-stop expresses, providing greatly speeded trips for riders traveling more than just a few blocks in crowded corridors.

"We're not proposing long-haul intercity service, such as BART provides," Shepard notes. "This express bus service would meet an immediate need — linking BART, new bus transit centers, and park-and-ride facilities with high-traffic employment, educational and shopping areas throughout the metropolitan Eastbay."

According to District planners, addition of this sub-regional express bus service would remove 20,000 automobiles from Eastbay highways and byways. After the initial five years of operation, projections say, some 26,000 new bus riders would be using such express service on weekdays.

The countywide committee is compiling a list of projects which might be funded should a new sales tax (being suggested for the November ballot) receive voter approval in Alameda County. AC Transit's proposed projects include purchase of up to 78 new express buses and development of transit centers focused on new park-and-ride lots.

Corridors and areas proposed for such mass transit improvements include:

- MacArthur Blvd., skirting the Oakland Hills from Hayward to the Bay Bridge.
- College Ave.-Broadway-Webster St., linking UC Berkeley and the College of Arts and Crafts with downtown Oakland and Alameda.
- San Pablo and Telegraph Avenues, from downtown Oakland northward.
- Foothill Blvd.-Bancroft Ave. in East Oakland and San Leandro
- And in southern Alameda County, the Hesperian Blvd.-Ardenwood Blvd.-Newark Blvd. corridor; the blossoming activity centers between BART stations along the Mission Blvd.-East 14th St. corridor; and new industrial areas in south and west Fremont.

"AC Transit wholeheartedly endorses the committee's effort to develop new transportation resources aimed at meeting 21st Century needs," declares the District's board president. "But it will take more than highway and street construction to meet fully projected peak-hour needs. Mass transit has a vital role to play in meeting tomorrow's commute-hour requirements in the metropolitan Eastbay."

According to AC Transit's planners, the proposal calls for a one-time capital program (including purchase of new buses and building of park-and-ride lots) of some $18 million (in 1986 dollars). And, the planners say, operating costs involved over a ten-year period would be some $5.7 million annually — about one-tenth of anticipated revenues that a new half-cent sales tax in the country would generate.

"We're putting this concept in the hopper with the expectation that the list of proposals may evolve considerably by the time implementation may become possible," Shepard says. "We are firmly convinced that if we, collectively, don't start developing sufficient resources now, the Eastbay, including AC Transit, will be found wanting in mobility alternatives in the coming decade."

Our 'Stockholders' Write

It is not often that I ride the bus, but last Friday I took a 59 from 12th and Broadway, and experienced your driver, whose name is *David Castlebury.*

It was obvious to me that his regular passengers just loved him, and his care and concern for those who required a little more time in moving around was really beautiful. His disposition was happy, and he made it a pleasure to ride the bus.

It seemed like his work was more than just a job; he had real respect for others.

Sister M. Paul Gerard
Holy Names High School, Oakland

* * *

I would like to personally commend Mr. *Curtis Parker* for an outstanding performance on your bus line.

He is very courteous, professional, and displays a natural talent for dealing with the public. It's really a joy to be greeted daily with such professionalism.

Deborah C. Wright
Emeryville

* * *

I boarded the bus about 8:30 a.m. in Berkeley; the driver was Mr. *Lucius Lee.* As I and other passengers boarded, he greeted each one with a very pleasant "Good Morning".

My trip is approximately seven miles. He never failed to greet each passenger boarding or departing.

Please post this letter so that drivers with not so pleasant attitudes can see that we who pay their salaries really care about the service we receive.

Georgia Ann McNeal
East Bay

Today's speakers, *Doyle Dewberry* and *James Lee* talked to us about the AC Transit System and their program to aid the disabled and the elderly. The videotape ("Riding Together") showed different incidents that occur when a bus driver is faced with having to help out a disabled person. I thought it was really great when the elderly woman couldn't walk up the bus steps, and the bus driver lowered the bus. I have never seen anything like that!

I congratulate the AC Transit System for developing and improving their program to aid the elderly and the disabled. It's great to know that public transit can expand their services and help everyone in a community.

Angie Aquino
Bishop O'Dowd High School
Oakland

* * *

Eddie Levy was kind enough to give me his name and number after my asking. I had noticed his pleasantness when I boarded at the Airport, and he was most gracious to everyone all along the way, under trying circumstances. I think he had people boarding and departing at practically every stop.

He deserves a very special commendation. I ride AC Transit buses a great deal, and drivers like Mr. Levy are rare. Thanks for the comment cards.

Helen Wheaton
Oakland

(Ed. Note: Pre-addressed Customer Comment Cards are available onboard District buses as an easy-to-use format for communicating suggestions, commendations, or complaints; and as a means of ordering route maps or timetables by mail.)

Actions of the Board

At an adjourned regular meeting March 26, the Board of Directors:

- Adopted resolutions of appreciation and commendation honoring Mayors Valance Gill of San Leandro and Lionel J. Wilson of Oakland, on motion of Director Rinehart.
- Authorized Acting General Manager to submit required annual Financial Reporting Forms to the Metropolitan Transportation Commission and adopted resolutions authorizing filing of claims to receive 1986-87 allocations of half-cent sales tax monies, and Transit Development Act/State Transit Assistance funds, on motion of Director Wiggins.

* * *

At an adjourned regular meeting April 8, the Board of Directors:

- Authorized Acting General Manager to attend APTA's General Managers Conference in Vancouver, British Columbia July 13-16; authorized three representatives to attend the Deloitte, Haskins & Sells Mass Transit Conference in Vancouver, British Columbia June 20-21; authorized one staff member to attend the SAGE Scheduling Users Group Meeting in Toronto May 1-3; and authorized one member of the AC Transit Accessibility Committee to attend UMTA's National Workshop on Bus Wheelchair Accessibility May 7-9 in Seattle, on motion of Director Nakadegawa.
- Approved four staff positions as the first phase in organizational restructuring, on motion of Director Bettencourt.

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Tom Swanson ..... General Superintendent, Richmond

- Authorized submission of project proposal to the Alameda County Half-Cent Sales Tax Committee, on motion of Director Bettencourt.
- Scheduled public hearing to solicit input on the Five-Year Plan Update 1987-91, on motion of Director Nakadegawa.
- Approved endorsement of State Assembly Bill 3003, on motion of Director Wiggins.

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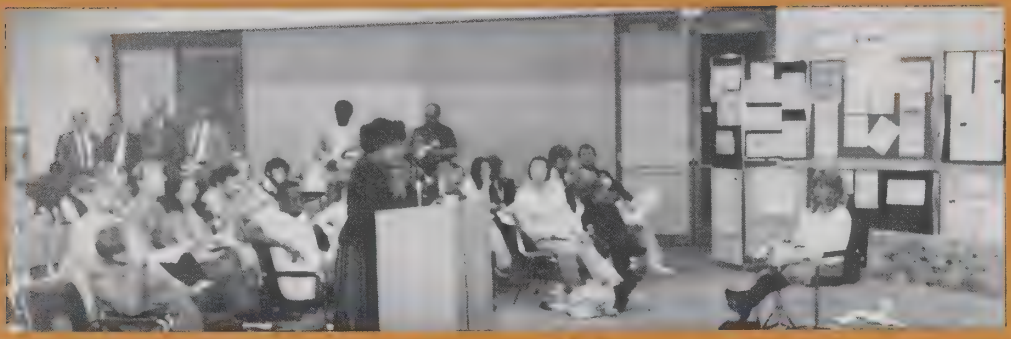

Patrons and public React to District Service planning

Funding relief

District, MTC forge new plan

The Board of Directors announced this month an agreement with the Metropolitan Transportation Commission (MTC) garnering $6 million additional for East Bay bus operations. Added to revenues from this year's increased fares, the accord will offset much of a projected $11 million deficit; however, the District still faces a $3 million shortfall (out of a $108 million FY 1987 Operating Estimate). Features of the accord:

- Reimbursement to AC Transit for riders transferring between buses and BART — expected to generate nearly $6 million next year.
- Implementation of the joint AC/BART ticket or pass now under development to improve intersystem usage.
- Development of long-range MTC financial plans projecting costs and revenues related to public transit, and recommendations for resolving future shortfalls.
- Continuation of AC Transit's comprehensive route restructuring plan, ensuring improved coordination and integration of bus and BART service.

While endorsing the pact, the Directors praised Assemblymen Elihu Harris (D-Oakland) and Tom Bates (D-Berkeley) for their efforts to help. Board President *Linda Shepard* lauded both lawmakers for helping spark movement — noting particularly that Harris played a vital role in furthering the regional interagency discussions.

In separate actions, the Directors endorsed Senate Bill 878 — enabling legislation which would permit a vote, by county, on ½-cent transportation sales tax proposals.

They also endorsed a specific sales tax proposal formulated by the Alameda Countywide Transportation Committee, but urged that existing transit get a higher priority.

The countywide committee proposed that less than 10 percent of such revenues would go to AC Transit; the Directors are calling for up to 15 percent.

THE COVER - Merritt College President Norma J. Tucker (top photo, at speaker's podium) was among the 55 individuals who offered comment about various aspects of the Five Year Plan annual update during a four-hour Public Hearing May 21. Potential service curtailments, an element of the Plan, also had a place on the agenda for this hearing, at the MetroCenter auditorium in downtown Oakland. In addition to such oral comment, Research and Planning Department reportedly received a record number of written responses. More than 800 letters and postcards resulted from the extensive leafleting campaign begun onboard District buses May 1 to inform riders about the hearing and the suggested service adjustments.

APTA appoints three

Three AC Transit Directors were appointed this month to policy-making committees of the American Public Transit Association (APTA), the advocacy group for North America's mass transportation systems.

Appointment of Directors *William J. Bettencourt* and *Jerome G. Wiggins* to APTA's Legislative Committee was announced by the association in Washington, D.C. Director *Michael H. Fajans* was named to the Policy and Planning Committee.

In assuming mass transportation advocacy roles at the national level, the three AC Transit Directors are joining Board President *Linda Shepard*, APTA's 1986 Vice President for Human Resources.

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Revenue boost

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Local fares to rise on July 1

Adult local bus fares will rise from 60 to 75 cents, beginning July 1, as a result of action by the Board of Directors on May 14. The fare adjustments are expected to add about $2 million in revenue during the coming fiscal year.

That welcome infusion of revenue will not, however, solve the District's continuing financial crunch, according to Board President *Linda Shepard*:

"We also need the $6 million in regional funds, now agreed to in interagency talks. These combined revenues, added to other support for East Bay bus operation, still leave a shortfall of about $3.1 million, which would have to be offset by major economies within the organization and by service cuts."

Such cuts were discussed at a May 21 hearing. Public input on the new fare increases was gathered at a January hearing.

Shepard noted that the District's deficit reduction plan offers only a one-year fix, leaving AC Transit to launch yet another urgent search, on July 1, for financial support for yet another fiscal year.

Besides the increase in adult local fare, rates for two other categories will rise 10 cents. Bus trips for youths (5 through 16) will cost 50 cents as of July 1, and the discounted rate for seniors and certified-handicapped passengers will go to 25 cents.

The local pass for adults will come in two forms beginning July 1. There is an economical version labelled "Off-Peak" — at the old $24 monthly price. This card may be used for unlimited rides — except during weekday commute (i.e., 6-9 a.m. and 4-7 p.m. weekdays), when users with a valid pass must deposit an additional 15 cents per ride in the farebox.

And an Unlimited Pass will be available for commuters who regularly ride buses during peak periods and enjoy the convenience of using only the show-and-go card. This $30 pass is valid for use without supplemental fees at any hour during the entire effective calendar month.

Youth passes will be $16 (up from $14) starting July 1, but will be made available to participating schools at a discount; and passes for seniors and certified disabled riders will be $5 per month. Disabled, senior or youth passes will be valid during all hours.

AC Transit last adjusted local fares in mid-1982. The District's transbay bus fares were adjusted at the beginning of this year to the present levels ($1.50 to $2.25, depending upon length of trip).

To operate service for its 250,000 daily riders, AC Transit projects a budget of about $108 million for Fiscal Year 1986-87.

District joins in efforts To ease Berkeley traffic

AC Transit has joined public and private representatives in Berkeley to address community concerns about increased traffic problems facing that East Bay city.

At the request of the Berkeley Chamber of Commerce, AC Transit, BART, representatives from the University of California, and business leaders joined together earlier this month to begin plans for promotion of public transit services.

Discussions are centering on expected increases in traffic congestion, reduced parking space, and ways to address and ease the situation, according to AC Transit Planner *Sue Stropes*.

Promoting "Sober Graduation"

AC Transit buses are urging East Bay young people to have a "Sober Graduation," via large bumper stickers on the backs of 600 of the fleet of 850 coaches.

The effort to encourage high school students to be wary of alcohol and drugs is part of a program being conducted with public transit agencies throughout the State and the California Highway Patrol.

As more pass 30-year Safe driving milestone, New award is created

Safety efforts, skills, and longevity of District drivers necessitated a revised Operator Safety Awards Program, whose chief change is an added category. To date, only East Oakland's *John Zorman* (recently retired) has qualified for the new 35-year category's added honors and award of $1,000. However, District safe-driving statistics show that two others, still among the driver ranks, are possible future candidates for that milestone, having already passed the 30-year safety mark.

Operators chalk up annual safe-driving credits by driving for at least 261 days without suffering a preventable accident. The five-year award earns a driver a gem-set tie tack pin, with the value of the pin's gemstones increasing in awards for 10, 15, and 20-year safety achievement levels. Drivers reaching the 30-year milestone receive a three-gem gold insignia ring.

Shoulder patches and plaques are awarded also.

Employees aid in jobs canvass

A group of Richmond Division employees has been assisting the City of Richmond's Private Industry Council in its efforts to secure summer jobs for that community's youths.

In a special drive called the "Employers' Phone Blitz", General Superintendent *Tom Swanson*, Assistant Superintendents *Arthur Ross* and *Howard Jeffries*, and Chief Clerk *Sammie Carter* joined Richmond civic volunteers in contacting businesses about youth jobs.

"Although AC Transit is not in a position to hire these young people directly at this time," Swanson says, "We felt it was important to help give them a chance at getting jobs. That's why we got involved with the Phone Blitz."

Maintenance training post Is awarded to Jim Barlow

Jim Barlow

Jim Barlow, who started his public transit career behind the wheel of a bus, has been named new Maintenance Training Coordinator for the District. He will have responsibility for training all personnel in maintenance classifications. A new program which he will administer is a fleet maintenance training project (funded by an UMTA grant), which is aimed not only at upgrading skills of mechanics already on the payroll, but also at assuring effective training of those entering the bus system's ranks.

Barlow, previously an instructor in the Training Department, joined AC Transit as a driver in 1972.

East Bay Parks get Summer service again

Special East Bay Regional Park summer service will again be offered this year by the District by routing buses to Tilden Park daily and to other locations as part of "Prescheduled Group Service."

Special fixed route service to Tilden operates through Sept. 1 from 11 a.m. to 6 p.m., with buses running hourly between BART/Berkeley and the Park.

AC Transit also is providing Prescheduled Group Service to other park locations in Alameda and Contra Costa Counties as part of a recreational program sponsored by the park district.

Retired District operator dies

William J. Coleman, 64, who was an East Oakland (Seminary) Division driver at the time of his retirement in 1974, died April 15 in Hayward. His retirement took place after 15 years of service.

He is survived by his widow, Lucille, and children: Rickey, Charlene, and Alan Munder; Wilma Rupe and Kenneth Davis. The family home is in Hayward.

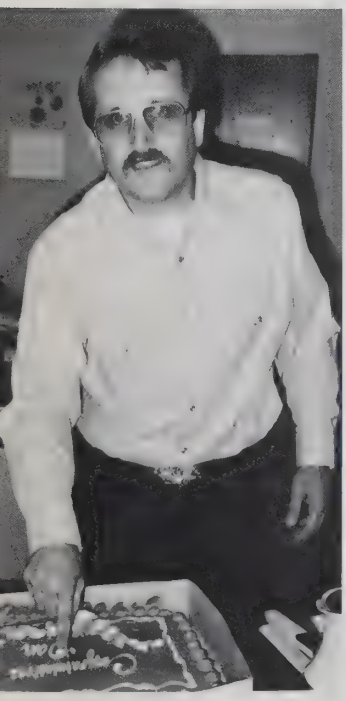
Four earn Employee-of-Quarter honors

EXCELLENCE REWARDED — Newark Division's Joe Mattos (in white coveralls) receives congratulations for being selected "Mechanic of the Quarter". Those present at the May 7 presentation included (from left) Newark Division Operations Superintendent Sterling Stewart and Acting General Manager Gene Gardiner.

Latest quarterly honorees in the District's Employee Recognition Program were announced late last month. The selection committee chose a part-timer with five years of service — *Jodene Houston,* East Oakland Division — as "Bus Driver of the Quarter". "Mechanic of the Quarter" is *Joseph A. Mattos,* mechanic AA at Newark Division with 26 years of service.

Daniel Foster, ticket seller at the Transbay Terminal, became the period's "Clerical Employee of the Quarter". Foster has been with the District more than five years. Named "Non-Union Employee of the Quarter" is *Ronald J. Kilcoyne,* senior transportation planner in Research and Planning.

WELL DONE! — Latest "Driver of the Quarter" is Jodene Houston, East Oakland Division, who has received many commendations since starting to work, part-time, for AC Transit five years ago. Joined by her daughter Anslea, mother Beatrice Drew, and son Robbe, she was honored May 16.



GOOD WORK - Dan Foster, clerk at the Transbay Transit Terminal, San Francisco, slices the cake presented during a ceremony May 16 marking his selection as "Clerical Employee of the Quarter". For Ron Kilcoyne (below), honors as "Non-Union Employee of the Quarter" — presented by Research and Planning Manager Don Larson — stemmed from his performance in route and scheduling projects.

FOCUS: Transit People and Projects

ROADEO REVIEW - This Emeryville Division display of Roadeo trophies pointed up how excellence in driving skills and knowledge is recognized and rewarded in the annual event, to be held this year July 12 and 19. Training Department's Hiran McKinney (far right, both photos) was on hand to encourage sign-ups by (below) Richard Davis and (left) Glenn Kersey, Ralph Williams-McNac, Ray Bruce, and Bill Gamlen.

SMOOTH RIDING — Starting in early May, East Oakland Division buses began rolling over this new roadway. It is part of the massive $22 million facility improvement program which is transforming the operating division located at Seminary Avenue and San Leandro Boulevard.

During East Oakland Division construction (main building is shown here, with parking garage beyond), operations have continued.

Our 'Stockholders' Write

I wish to commend Mr. *Joe Williams* for his competence and skill in an accident.

An irresponsible driver of a small car darted in front of Mr. Williams' bus. Mr. Williams was immediately alert to the danger, and calmly and skillfully took action to avoid an accident which could have endangered all of the occupants of the bus. I was sitting up front and was able to observe his performance.

In addition to being an excellent driver, Mr. Williams also was most helpful and courteous to the passengers.

G. A. Gallagher
Oakland

* * *

I wish to compliment you for your training and choice of Driver *Louella Delaney*.

She is extremely conscientious, warm, courteous and timely. Her driving skills are excellent. She is the fine quality of person that AC Transit should strive to obtain.

I have lived in the East Bay for 20 years and — with two exceptions for very short periods — have commuted on the N Line.

James L. Orr
Oakland

* * *

I am writing to call to your attention Driver *John Bedford* on the 55 Route.

For the past month, while waiting delivery of my truck, I took this bus to work at Garfield School. John impressed me with his courtesy, expertise in handling the bus, and his invariable kindness to everyone. He is truly a credit to AC Transit.

Lucienne M. Ormsby
San Leandro

I am a very tired, overworked, 40-year-old student who, in the process of cramming for an anthropology exam, carelessly left my purse on the Alameda "O" bus. As dispatcher, *Jack Nicholson* took my frantic call and immediately contacted *Jerry Knutsen,* who went out into the yard, tracked down the bus I had described, and located my purse under a seat.

Both these gentlemen were very kind and sympathetic with me, and I appreciate their courtesy very much. AC Transit can be proud to have employees of their caliber.

Marian Ganter
Alameda

* * *

For several months, since moving here, I have been very impressed with all the men and women who have given me a pleasant, safe ride and have been very courteous and friendly when I ask many questions for directions.

Your drivers would make good ambassadors. Thank you! Thank You!

Philip H. Dorn
Oakland

* * *

One of the nicest drivers ever *(John Snodgrass)*!

Especially since I am 86-years-old, known as Grandma Anderson, and make three to four trips to town each day.

Mrs. H. E. Anderson
Piedmont

(Ed. Note: Operator Snodgrass was the subject of several other commendatory comment cards received by the District in recent weeks.)

Actions of the Board

At an adjourned regular meeting April 23, the Board of Directors:

- Authorized Risk Manager to attend Risk Management Seminar, May 28-30 in Dallas, on motion of Director Fajans.
- Approved entering into contract agreement with Universal Technical Institute for a Comprehensive Fleet Maintenance Training Program; authorized travel of one staff member to the institute's site in Phoenix, on motion of Director Rinehart.
- Approved amending of Operator Safety Awards Program to add a $1,000 cash award for those achieving 35 years of safe driving, on motion of Director Rinehart (see story, pg. 4).
- Adopted resolution to honor Robert J. Shamoon, retired Assistant General Manager for Operations, on motion of Director Fajans.

* * *

Board President Linda Shepard pins retirement symbol on Robert J. Shamoon, former Assistant General Manager for Operations, during a dinner May 16. The event honored Shamoon's 33 years of transit service.

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Mike Mills ..... Marketing Manager
Diane Nygaard ..... Operations Programming and Analysis Manager
George C. Skezas ..... Superintendent, Central Maintenance
Tom Swanson ..... General Superintendent, Richmond

"On the Move" earns award

"On the Move" — newest of AC Transit's publications — has won a second-place award in the annual communications contest sponsored by California Press Women, Inc. The October, 1985, issue of the quarterly employee publication, which commemorated the District's 25th anniversary, was honored in the "Special Edition" category of the statewide competition.

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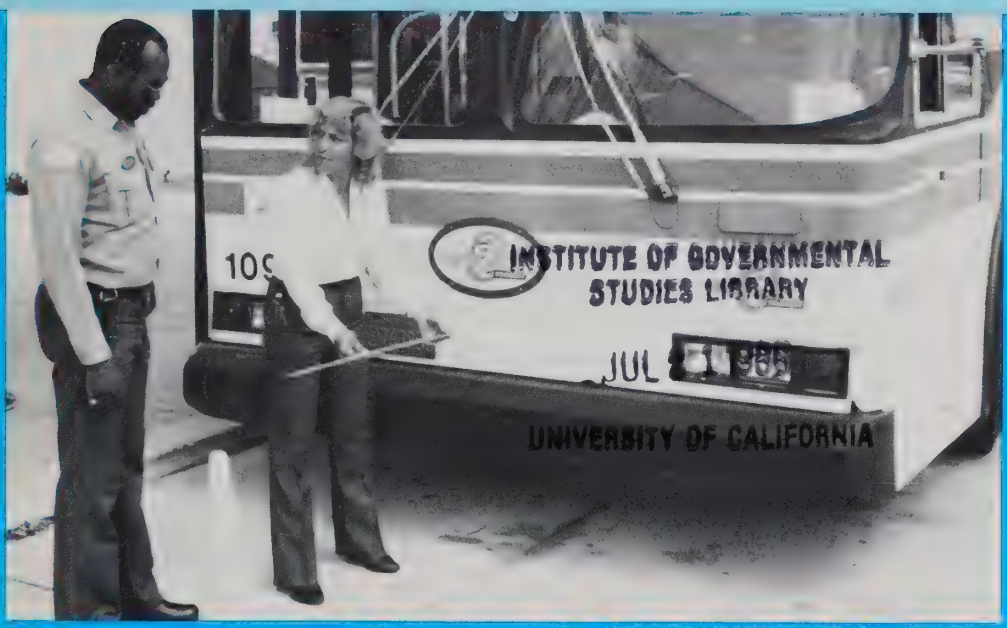
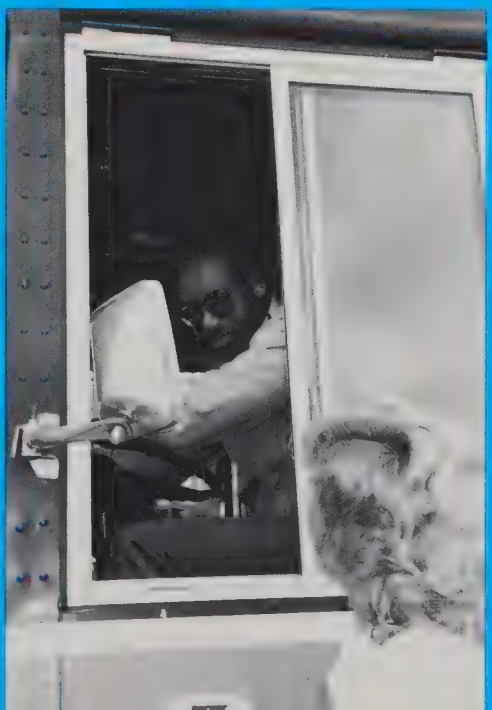


Competitors sharpen Roadeo skills



Transit trends and topics

New casual carpool mode is costly

The majority of riders engaged in so-called casual carpools say AC Transit buses are their second choice for transportation to San Francisco on weekday mornings, according to research reported to the Board of Directors this month. These casual carpoolers also say that transbay bus service is their first choice for the homeward bound commute each afternoon.

AC Transit's interest in the phenomenon results from the motorists' practice of using transbay bus stops for carpooling purposes — resulting in a hazardous mix of buses, cars and pedestrians at the stops, plus a substantial loss of morning patronage on many routes. Therefore, the District engaged an independent research firm to undertake an objective survey of casual carpooling — the practice of picking up sufficient passengers to gain lawful access to the three-occupant-per-vehicle carpool approaches to the Bay Bridge.

One result of this shift of hundreds of riders from high occupancy buses to lower capacity automobiles, the researchers state, is a farebox loss conservatively estimated at $2,400 each business day — or about $600,000 a year. And, they note, added to the revenue drain are out-of-pocket operating costs caused by the substantial imbalance in morning and afternoon service requirements, which complicates the task of assigning buses and drivers.

Who are casual carpooler riders? The survey found that 52 percent are women. More than 44 percent are in their 30s; 32 percent, in their 20s; and 23 percent, 40 or older. They are generally white collar workers, such as attorneys, engineers, computer programmers, managers/executives, accountants, secretaries and clerks.

The report states that 75 percent of riders carpool four or five days a week, most often to the Transbay Transit Terminal or the nearby Financial District. More than 50 percent say they formerly were bus riders, and 45 percent say they take buses in the morning when they're not looking for a carpool ride. Fully 77 percent of these carpool passengers acknowledge that they use AC Transit bus service to get home.

The carpool drivers seem to parallel the riders' characteristics in most respects — except that a majority are men. Nearly 65 percent of the drivers said they carpool virtually every day. About half said they drove regularly before beginning the practice of giving lifts to carpoolers.

Why do riders participate in casual carpooling? According to the study, the drivers are motivated by time savings at the Toll Plaza — avoiding 10 to 20 minute waits by using the toll-free lanes — plus saving 75 cents per trip.

The study suggests that the practice is widespread, that it's likely to increase in the future, and that it has a high level of support — even from carpool adherents who say they also wholeheartedly support public transportation. It also concludes that creation of disincentives to discourage carpooling would be difficult, at best.

However, the researchers told the Directors, AC Transit does have at least one means of mitigating its revenue-draining impacts. One possibility: creating a peak-hour differential that, in effect, places a premium fare on the one-way commute trip.

THE COVER — Even for behind-the-wheel veterans like Richmond Division's Otis Ireland (shown with Instructor Daniele Benson), the annual Roadeo is seen as a real challenge. With the opportunity for spare-time practice available this year, many July Roadeo competitors have been logging time on the training course. Here, Ireland (a driver for 12½ years) is aided in checking his acuity in calculating distance and clearance by maneuvering among plastic cones and barrels, with Benson providing feedback and wielding a measuring stick.

State worsens District's dollar plight

AC Transit's precarious financial future received an additional jolt June 27 when Governor George Deukmejian axed the State Transit Assistance program the District had been counting on to provide nearly $1.4 million in revenue. This action increases the deficit anticipated next fiscal year to more than $2 million.

District Directors learned of the gubernatorial budget-slash during Board deliberations over the preliminary 1986-87 operating estimate, which as of late June anticipated more than $112 million from various sources. Since operating costs were projected at $113 million, the unfunded deficit appeared to be less than $1 million — before the governor's action.

AC Transit entered June grappling with a potential shortfall of major proportions — as high as $11 million. An aggressive deficit reduction program quickly trimmed the problem to a more manageable size.

"The Governor's cut in State Transportation Assistance at this late date compounds the problem for a fiscal year that begins July 1st," noted Board President *Linda Shepard*. "This additional loss is stacked on top of the many earlier reductions in funding resources with which we have struggled to cope."

Revenues and Remedies

Recent actions geared to increasing revenues and reducing costs include:

- A July 1 increase in all categories of fares and fees for local and intercity express bus service, and an increase in rates for Line T trips between Treasure Island and the metropolitan East Bay — which are expected to generate an additional $2 million in revenues. (Transbay fares were raised last January 1.)
- Decision by Directors this month to eliminate (in the September Sign-Up) three lightly-patronized bus routes, Line B2-Trestle Glen-BART/19th St., Line K2-Havenscourt-BART/Fruitvale and Line 62-Alameda-BART/Lake Merritt; and to reduce Line 10, commute-hour service linking El Cerrito BART stations with west Richmond's industrial area to 30 minute frequencies (from 15).
- Decision by management to reduce the employee work force, particularly in departments which support operations but are not directly involved in putting bus service on the street.
- Successful negotiation of an interagency agreement which produced some $6 million in additional revenues for AC Transit.
- Continuing strict controls over all internal expenditures.

These activities sufficed to offset most of the $11 million shortfall anticipated early in the month. Such budget-balancing actions have become an annual requirement at AC Transit since 1978, when passage of Proposition 13 slashed the property taxes on which the District had relied for support.

Other Budget Factors

Even before the governor's action was announced, the District was committed to continuing vigorous budget-balancing efforts into the new fiscal year. The added need to economize results from prudent business concern about factors such as potential price increases for fuel, materials and services, and the skyrocketing costs of liability insurance.

"Each year Bay Area residents continue to rate transportation challenges a top priority," the Board President notes. "This year, concerned East Bay citizens are working to hammer out transportation financing proposals that could provide considerable assistance to AC Transit and other transportation systems and services for years to come.

"But in this current financial climate, the state's action simply compounds this District's long-standing challenge — how to survive the continued erosion of revenue while maintaining effective levels of transit service."

Program aim: state-of-art training

Development of a sweeping maintenance training program that will surpass all previous AC Transit activities teaching the art of bus servicing/repair is scheduled to begin in July.

For the next year and a half, says Director of Administration *Michal Settles,* Training and Education Center staff will work with two major consultants to develop this comprehensive program: the Universal Technical Institute (UTI), a Phoenix-based industrial education firm, and Sierra Detroit Diesel Allision (DDA), of Berkeley.

In the initial phase, the educators will assess skill levels of current District maintenance personnel and collect their comments and suggestions regarding both current bus up-keep activities and perceived training needs. The educational experts will use this input to tailor the instructor lesson plans and the technical guides and textbooks.

Chief among the products expected, says Settles, is a long list of training aids to be provided by both UTI and DDA. These include "cut-away" components — allowing trainees to see the internal workings of engines and brake systems. The consultants will manufacture demonstration training boards — classroom tools designed to give a visible reality to complex systems, such as the air brakes, and to concepts like electrical current flow. Additionally, they will provide an extensive array of specialized tools and training literature of the type recommended by experts to improve trainees' level of efficiency in all facets of bus and bus-component maintenance.

In about 18 months, the consultants will turn over to the Training and Education Center a complete program, including all the hands-on aids and materials, texts and technical manuals, and instructor guides. They will provide valuable technical assistance in establishing guidelines for determining the extent of future training and retraining cycles, and for selecting and training tomorrow's maintenance instructors.

Initially, this comprehensive maintenance training will be made available to mechanics and to service employees eligible for promotion, according to Settles. Subjects will include:

- Diesel Engine Maintenance — problem diagnosis, as well as the service and repair procedures required to teardown, inspect, and rebuild the various engines used in the fleet. (DDA adds considerable expertise to teaching bus engine and transmission up-keep, since its products are currently in use in many District coaches.)
- Subsystem Maintenance — taking care of coach transmissions; electrical systems and batteries; fuel, induction and exhaust systems; air-brake, and suspension and chassis components; hydraulic systems; and coach heating and ventilating systems.
- Preventive Maintenance — with an emphasis on teaching fundamentals of coach inspection and servicing that contribute to extending the useful life of machinery.

How are transit women doing?

Board President Linda Shepard (above right) learns about the Chief Clerk's work-load from Newark Division's Peggy Chambers — information helpful to Shepard's research for her role as Vice President-Human Resources, American Public Transit Association.

Seminar opens doors To serving or selling To transit industry

In mid-June, District participants in a Regional Transit Association Disadvantaged Business Enterprise seminar (the fifth annual event, this one titled "From Surviving to Thriving Business") brought expertise and insights to the subject of affording minority- and women-owned businesses an opportunity to sell products and services to public mass transportation agencies.

OPPORTUNITIES — Sandra Privett (above), the District's minority business enterprise representative, was a panel moderator at the June 20 transit business opportunities seminar in Oakland, also attended by (left) AC Transit Director Jerry Wiggins.

Board posts to be filled

AC Transit District voters will be asked to select among candidates for four Board of Directors positions in conjunction with the November 4 General Election. Candidates for one At-Large directorship, plus the Ward III, IV, and V seats have until August 8 to circulate and file completed nomination papers with the Registrar of Voters.

Ward III's constituency consists of Alameda and Piedmont residents, plus those who live in certain sections of Oakland. Ward IV voters will be choosing a Director to represent San Leandro, parts of Oakland and Hayward, plus certain Alameda County unincorporated areas. The Ward V directorship represents the interests of residents of Fremont and Newark, plus a section of Hayward, and certain unincorporated areas.

Incumbents are *John McDonnell,* Ward III; *William Bettencourt,* Ward IV; *Linda Shepard,* Ward V; and Director-at-Large *Roy Nakadegawa.*

Three retirees meet deaths

Charles R. Bosted, Jr., 74, who was tops in seniority among District drivers when he retired in 1978 after 41 years of service, died June 1 in Oakland. He had achieved the added distinction, in 1974, of being the first AC Transit driver to earn the 25-year safe driving award. Bosted's earlier transit career had included working the streetcar lines.

He is survived by his widow, Maxine, and daughter, Patricia Vaughn. He lived in Alameda.

Pete H. Paulson, 74, who was a Mechanic A in Emeryville Division's unit room when he retired in 1969 after 24 years of service, died June 3 in Jacksonville, Ore., where he made his home.

He is survived by his widow, Minnie.

Opal Claycamp, 64, who was a Seminary (East Oakland) Division driver when she retired in 1981 after 26 years of service, died May 19. She had been living in La Jolla.

Survivors include a sister, Betty Miller.

SHARING INFO — AC Transit Director Roy Nakadegawa shared information on public transit policies and problems with 18 visitors from Japan recently. Nakadegawa, who also assisted the touring transit specialists in finding their way around the Bay Area, answered questions on District matters ranging from finding new funding sources to the worrisome effects of casual carpooling.

LIFE SAVER — Maryann Constable, Schedules, (below) was one of about 24 General Office employees to donate blood on June 19 to the Blood Bank of Alameda-Contra Costa. Nurse Jane Adams (right) assisted District donors recruited by Personnel.

WAY TO GO — Gloria Gaines, Personnel, one of many who helped with the past charitable campaign, displays District's letter of thanks from Samuel H. Armacost, chief executive officer, Bank of America, chairperson of United Way for the year.

Our 'Stockholders' Write

When my 17-year-old daughter returned home one night, her car's left door was damaged from the impact of her collision with an AC Transit bus. From all appearances and accounts, she had made a sudden lane change and impeded the progress of the bus. Obviously, the bus could not avoid the collision.

To hear my daughter tell the story, the bus driver, *Charles Thomas,* acted in an exemplary, professional, courteous, and sincerely concerned manner. His conduct reassured and calmed her in this time of major upset for her — her first accident.

I commend Mr. Thomas and wish to see that he is acknowledged for setting a positive example of humane and responsible conduct. My daughter came away from the experience with many good lessons learned.

I was similarly impressed with the courtesy and professionalism of Mr. *Gordon Dupree, Jr.*, the claims adjustor with whom I was privileged to resolve the incident.

You've got some really good people working for AC Transit.

Harry Meekma
Newark

* * *

I had to take the time and praise this young woman *(Mae Nita Allen)* on her exceptional good nature. After being a patron of the L.A. RTD and the San Francisco MUNI, it was a refreshing change to encounter a driver who was not only pleasant but skillful at her work.

Keep up the good work. It makes a difference!

Madeline McLean
San Pablo

I rode home from Berkeley on a 15 bus, and during the course of that long ride couldn't help but notice the courtesy, good humor, and efficiency of the driver; and this is something I very definitely want to bring to your attention. His name is *Arthur Hill.*

Sometimes, travel on the buses is extremely problematic. It is a pleasure to have occasion to write a letter like this one.

Sandra Wallace
Oakland

* * *

I experienced the most helpful, pretty young lady bus driver yesterday, going to Hilltop. I am elderly, and I needed help — how to get to a place in El Sobrante. She was a careful, confident, cautious driver, and took time to explain to me.

I secured her name: *Prentis Alexander.*

Della Allen
Richmond

* * *

If all the bus drivers were like him, *(Mickie Jefferson)* we, as commuters, would have nice days at work from the start.

Tonya Jarvis
Oakland

* * *

We have gone on the bus six round-trips. To the airport, San Francisco, "The Nutcracker", Mother's Cookies, Crab Cove, Chabot Planetarium.

Every time we go on the bus, there is a lot of room and nice bus drivers. So we just want to tell you we appreciate it.

Otis School/Room 24
Lynn Groh's class
Alameda

Teacher's Note: Thank you for your cooperation and the drivers (Routes 79, 51, 61).

Actions of the Board

At a regular meeting May 14, the Board of Directors:

- Awarded bid for furnishing service trucks to GMC Oakland Truck Center, subject to compliance with specifications and bid documents, on motion of Director Bettencourt.
- Adopted schedule of Local fare adjustments to take effect July 1, on motion of Director Wiggins.

* * *

At an adjourned regular meeting May 29, the Board of Directors:

- Authorized travel of District's Chief of Security to APTA Transit Security Workshop June 18-20 in Vancouver, on motion of Director Bettencourt.
- Endorsed California Senate Bill 878, on motion of Director Bettencourt.
- Awarded bid for furnishing lift-equipped passenger vans to Contempo Coach Sales, on motion of Director Fajans.
- Authorized Acting General Manager to become Transit Development Corporation Board member and to attend TDC Board Meeting June 4 in Miami, Florida, on motion of Director Rinehart.
- Approved service, through September 1, to certain East Bay Regional Parks, in cooperation with Park District, on motion of Director Nakadegawa.
- Authorized Acting General Manager to join with Regional Transit Association in an Automated DBE/WBE Management Information System, seeking UMTA funds for the project, on motion of Director Nakadegawa.
- Authorized Acting General Manager to extend Line 30-Z agreement between the District and Western Contra Costa Transit Authority for a one-year period, on motion of Director Wiggins.
- Authorized Acting General Manager to extend paratransit subsidy agreement with City of Fremont for a three-year period, on motion of Director Wiggins.

* * *

At a regular meeting June 11, the Board of Directors:

- Adopted resolution noting election on Tuesday, November 4, to choose four District directors, concurrent with the general election, on motion of Director Wiggins (see story, Pg. 5).
- Authorized Acting General Manager to award contract to Motorola Communications and Electronics, Inc., for upgrading the District's microwave system, on motion of Director Wiggins.

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Transit-Times

ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

Oakland's Broadway, 1886: From horse power to cable car

Would today's Broadway benefit from transit re-routing?

Broadway: changing with time and transit

In 1967, when BART's downtown Oakland construction program, including the building of the 12th and 19th Street stations, necessitated a massive shift of AC Transit's northbound buses from Broadway to Franklin, the historic nature of the event was duly noted. It marked the first time in over 100 years that major transportation carriers — beginning with horse-drawn cars in 1869 and continuing to the contemporary era of diesel buses — had not traveled northward along Broadway.

And even before the advent of those horse-cars, the importance of Broadway as an urban thoroughfare was well established. According to an Alameda County history published in 1914, "In 1865 the first macadamizing was done on Broadway between Fourth and Tenth streets. It was an experiment, but the sand had become intolerable and the people were ready for any expedient that would improve street travel and conditions."

By 1871, Oakland — and Broadway's — stock had risen to the point where more extensive street improvements were required — to secure "the prestige of Broadway as the most important thoroughfare in Oakland," which was, the turn-of-the-century historian noted, "fast becoming a city capable of sustaining the very best class of stores . . ."

That same theme — progress tied to efficient movement of people and vehicles — has continued to apply over the years. In the view of Harre Demoro, a Bay Area writer whose specialty is regional transit history, "Oakland was destined to grow, and grow it did. Public transportation was the catalyst that brought the East Bay the economic life it needed to prosper."

Horse power (of the four-legged variety) . . cable power . . . electrical power . . diesel power. In the course of more than a century, Oakland's historic Broadway has adapted to them all. As this century nears its end, District planners and city officials (see Page 3) are taking a close look at the street's current transit and traffic patterns in relation to projected pressures on it and other key downtown Oakland thoroughfares by the year 2000.

1906: electric era

Pedestrians, a trolley, and a horse cart: this era's 14th and Broadway looked peaceful.

1967: building BART

BART's Broadway construction saw buses and cars sharing three southbound lanes, sometimes shrinking to one or two.

New era, new plans

Should buses skirt core area?

Relocating some of the AC Transit routes that now serve stops at or very near 14th and Broadway in downtown Oakland is a possibility recommended in at least two separate studies of transportation within the city center area, according to a report received by the Board of Directors early in July.

AC Transit planners, working with city officials and an ad hoc business and citizen group, are refining a slate of proposals which are reminiscent of mass transportation designs a generation ago when bus service was more dispersed around the city's downtown core.

Of the two dozen local and express bus routes currently serving the historic 14th and Broadway transfer point, the studies indicate that several could be rerouted in coming months to provide for better flow of vehicular and pedestrian traffic, and for more efficient public transit travel patterns.

Research and Planning Manager *Donald S. Larson* told Directors that the basic idea is to spread transfer points to several City Center sites, most within two or three blocks of 14th and Broadway. This would give downtown-bound riders direct service to City Center while reducing congestion where routes presently meet. Riders seeking to make transfer connections would not be seriously inconvenienced since bus routes would still meet in downtown — though not necessarily at 14th and Broadway.

However, the concepts generated thus far would require some restructuring of street geometry and traffic patterns — two of the factors which led to establishment of the current bus route configuration. For example, transit can no longer get across downtown — as once was routinely possible — via 12th Street, which is now closed between Broadway and Clay. But support is growing to reopen that thoroughfare, creating a cross-town couplet, with 11th Street, of one-way arterials that could help relieve traffic on 14th.

Shifting faster express bus routes (and perhaps some local lines) to Franklin Street could ease traffic on Broadway, but this would require opening Franklin — now a one-way street — to two-way bus traffic. This idea, like the proposed reopening of 12th Street, would require action by the City of Oakland.

As an added benefit, restructuring downtown bus travel patterns could make user

(Continued on page 8)

Key commute routes: now and future

The heavily-congested Bay Bridge commute corridor has been identified by independent consultants as a top-priority prospect for major transit development by the turn of the century.

The Directors were told that current transportation modes in the Bay Bridge corridor (including buses and BART) serve very heavy demand — more than 200,000 daily passenger trips — yet congestion remains severe with continued high auto usage.

Similar conditions prevail in corridors paralleling the major interstate highways in the East Bay. Although Interstates 80 and 880 have been identified for substantial improvement, observers agree that vehicular traffic will still increase enough to keep both congested during commute periods.

According to the report received by the Board of Directors in July, the comprehensive study began with initial appraisal of more than two dozen major metropolitan and suburban travel corridors. After weighing several factors, the consultants — Cambridge Systematics — narrowed the list to three targets for further in-depth study:

- The Bay Bridge link between the metropolitan East Bay and San Francisco.
- Interstate 880, from Oakland to Warm Springs, near Milpitas.
- Interstate 80, from the Bay Bridge to the Carquinez Straits.

The consultants suggest that AC Transit could help meet future demand by instituting mitigating measures, including service additions and improvements. However, the District's ability to do so may be constrained, both by financial shortfalls and by interagency concerns about the relationship between bus and rail transit. The study clearly indicates that both modes will be needed to meet future travel demand, transbay and in the metropolitan East Bay.

According to *Don Larson,* research and planning manager, the next step in the planning process is a detailed analysis determining with precision the role AC Transit should play within the Bay Bridge corridor. This phase, scheduled to begin this summer, will establish the manner and extent of the District's future involvement in the multimodel transbay transportation mix.

At the same time, Larson notes, refinement of the long-range "2000 Transit Plan" will continue, yielding a draft of Development Guidelines in the next few months. Then, input from community forums will be sought to assist Directors in formulating long-range strategic policies to guide planning of future service development.

Board approves '86-87 budget with $2.2 million deficit

A Fiscal 1986-87 operating budget of $113 million — which includes a deficit of some $2.2 million more than total projected revenues — gained District Directors' official approval during a July 9 Board meeting.

Board President *Linda Shepard* notes that the deficit budget will be subject to "considerable refinement" in the next few months. Factors which could change the bottom line include possible service adjustments or curtailments and any associated changes in work force, plus the budgetary impact of the collective bargaining agreement now being negotiated.

In June, after months of aggressive moves geared to increasing revenues and minimizing costs, the System expected to enter the current fiscal year with a deficit of less than $1 million. Then the governor axed the State Transit Assistance program AC Transit had been counting on for $1.4 million.

"We take action on a deficit budget at this time out of necessity," the Board President noted. "But this budget will be subjected to careful review and revision, and the Acting General Manager will be formulating the decisions and adjustments necessary to bring it into balance."

Crowning of Roadeo champs caps event

Spare that cone!

ROAD CHAMPS - Rick Vierra (top left) outscored more than 20 competitors in the July 19 Roadeo. He'll pit his driving skills against other regional winners August 23 in Santa Cruz, and will travel to Detroit for the October 5-7 APTA finals. Flanking him in the group photo are runners-up Mike Zipser (left) and William Gamlen. Some of the many Roadeo onlookers are shown at right.

Newark Division's *Rick Vierra* was first in the July 19 Bus Roadeo, taking honors, as he did last year, plus a $250 savings bond. *William Gamlen*, also Newark, earned second-place and a $200 bond. East Oakland Division's *Michael Zipser*, third, received a $150 bond. This "official" Roadeo followed a July 12, first-ever "open" competition which earned driving skills recognition for *Louella Delaney, John Eversole*, and *Ronald Walker.* A festive Open House for District employees, families, and guests accompanied the tests of driving skills and knowledge.

Who's up next?

District-hosted conference aims at

"Privatization," a word currently in vogue in the nation's Capitol, was the focus of discussion at the American Public Transit Association's Human Resources Committee, which convened at Oakland's Hyatt Regency Hotel July 21 and 22. Some 100 personnel and affirmative action professionals participated in the conference, hosted by AC Transit, which examined the impact privatization could have on human resource programs and practices in public transit.

One keynote speaker was Keith Curry, Urban Mass Transportation Administration's special assistant for Public and Private Sector Liaison, who voiced the administration's message. The private sector participation policy is designed, he said, to promote competition between public and private providers in the interest of economy and efficiency.

According to Curry, UMTA has seen impressive, innovative, creative responses developed by some transit systems. And, he said, in the coming months UMTA "will be most interested in observing how these policies and procedures translate themselves into actual opportunities for competitively-based services".

Not all conference participants were in agreement with UMTA's interpretation of privatization's potential effects. Gerald Haugh, general manager of the San Mateo Transit District (which maintains substantial contracts with private providers) believes the human dimension of the policy requires careful evaluation.

"We may give away our best route or our worst routes, but that involves more than schedules and routing," Haugh told the attendees. "(Privatization) involves the industry's human resources, and jobs."

Lawmaker Elihu Harris (Dem-Oakland), a member of the California State Assembly Transportation Committee, also voiced misgivings about the impact privatization could have on mass transit. Harris urged conference participants to continue placing top priority on cost-effective, efficient programs to address needs of transit patrons — particularly urban riders.

AC Transit Board President *Linda*

CONFERENCE CALLED — "Privatization," a word in vogue in Washington, D.C., topped the agenda in APTA's 1986 Human Resources Committee conference this July. The term describes federal efforts encouraging public agencies to contract, where possible, with private-sector providers of transit service and system maintenance work. Nearly 100 participants from across the country convened in Oakland to explore privatization's possible impact on recruiting, employment-needs assessment, training, and DBE/WBE outreach.

demystifying 'Privatization'

Shepard, who serves as APTA Vice President-Human Resources, noted: "The activity the government labels 'privatization' is nothing new, though now it appears to be something of a federal priority."

Other participants also affirmed that many public transit agencies have long histories of involving the private-sector in the provision of services and supplies. Ray Antonio, chairman of the Coordinating Council of Bay Area Transit Unions, cited a list of such agencies in the San Francisco region, which includes (in addition to San Mateo Transit) AC Transit, BART, and San Francisco MUNI.

On hand to relate personal experiences as private sector providers of transit or transit-related services were Josie Richardson, president of the Oakland-based company that (among other activities) provides security services for AC Transit; and Tim Collins, general manager of Transit Contractors, Long Beach, which operates transportation serving various locales.

Shepard stated that "the government's newly-stated emphasis on this policy will have major impact on labor relations, personnel administration, training, and our efforts to increase ties with minority- and women-owned businesses.

"These are pivotal concerns of the industry's human resources programs, which is why the Committee places such high priority on efforts to help personnel professionals deal with the privatization policy."

During the conference, various committees formed to address privatization's potential impacts on recruitment activities, employment needs-assessments, training programs, and DBE/WBE outreach.

The conferees also heard from Robert Owens, director of UMTA's Office of Civil Rights, who released a newly-compiled list of human resources projects for 1981 to 1986. Owens recommended the publication, available from his office, as a guide to types of proposals receiving UMTA funding.

More information about the Committee's activities, and copies of conference reports are available from Mel Howard, APTA's Director-Human Resources, who can be reached by calling (202) 828-2875.

CONFERENCE KEYNOTERS — Keith Curry (above), regional UMTA special assistant for Public and Private Sector Liaison, voiced administration privatization policy. Board President Linda Shepard, pictured with Acting General Manager Gene Gardiner (above left), was conference host. She is APTA's Vice President-Human Resources. Speakers included (at left) Assemblyman Elihu Harris (D-Oakland), flanked by BART Directors Margaret Pryor and Wilfred Ussery.

Transit Pros Past

TRANSIT TRADITION — A welcome presence at District events — this was a group at the July 12 Open House in Hayward — are AC Transit retirees, here joined by "Mo" Gross (third from left), superintendent, Emeryville Division. Lending their collective energy and continuing interest in transit to this particular event were (left to right) Josie Alfano, Sue Dodge, Marjorie Ezell, Lenora Williams, Floyd and Evelyn Pinkham, and Joe Alfano.

Would altered traffic flow aid downtown?

(Continued from Pg. 3)

information materials (as well as the route structure) more easily understood. Carefully planned separation of routes, by even one block, could make it easier for riders to identify stops for coaches going to specific destinations.

According to Larson, the basic rerouting concepts are consistent with many of the objectives identified in a larger Central District Development Plan (CDDP), undertaken by the City of Oakland in concert with AC Transit, BART, the Metropolitan Transportation Commission (MTC), and the Oakland Chamber of Commerce. The broader study calls for achieving significant growth in the central city district through a program of balanced transit and traffic improvements.

Its proposals would not preclude other possibilities for improving mobility along Broadway and the City Center in general. One such possibility, backed by a group of Jack London Square merchants, is a trolley along Broadway, wedding a proven, modern light rail technology to a bygone era's mode of mobility (see Page 2).

As to proposals in the two reports, details require further refinement before a completed package can be placed by the District on a public hearing agenda. Presently, there are only plans to solicit public input on the route restructuring idea during a hearing later this summer.

INSPECTION TOUR — AC Transit Acting General Manager Gene P. Gardiner (right) confers with Oakland City Councilwoman Aleta Canon (center) as representatives of the District and the city inspect Franklin Street, named in proposals to reroute vehicular flow in central Oakland to ease traffic and improve mobility. New AC Transit headquarters, under construction, is at upper right.

FOCUS: Transit People and Projects

On The Road

MOVING UP — These six newcomers to the position of transportation supervisor have joined the ranks of District employees who serve in bus transit's front lines — on the road and on the street — to help keep day-to-day operations running smoothly. They are (left to right) Gary Brazil, former East Oakland Division driver; Cheryl Washington, moving up the ladder of responsibility from Emeryville Division driver; Gwendolyn Hale, another former Emeryville driver; Bonnie Nichol, who was previously a division senior clerk in Operations; Russell Dibble, former dispatcher at East Oakland Division; and Maurice Bircher, promoted from driver, East Oakland. The District's on-the-scene link with drivers, passengers, and the public, road supervisors (as they are more commonly called) fulfill a key operational function.

FAREWELL RIDE — Veteran commuter Lois Catano (center) recently received surprise gifts and congratulations from fellow Line 36 passengers during her pre-retirement ride from Oakland to her home in San Leandro. An insurance broker with Putnam, Knudsen and Wieking, Catano has used AC Transit (and predecessor) bus service for 28 years. Among her fellow passengers are several General Office employees.

Behind-the-wheel test

Media focuses on cones and barrels

When the dust finally settled at the Training and Education Center July 9, a KCBS radio reporter had outshone six other Bay Area media reporters in the art of maneuvering coaches around an unofficial "Bus Roadeo" course. This novel clash of behind-the-wheel skills had news-making results.

In past years, area news reporters have helped publicize the annual competition among the District's professional drivers. This year, with opening of the District's own off-street driving course, the reporters could be invited to test their personal skills (and risk their egos) at the challenging task of wheeling a 10-ton city bus amid many obstacles.

The test route for this event was shorter and simpler than the official Roadeo course familiar to the veteran bus drivers who vied later in July for a local first-place win plus an opportunity to compete for national honors. Yet to the seven novices, the foreshortened course proved an ample challenge, especially since their judges in this event were the transit professionals who normally are subject to the scrutiny of these veteran public transportation reporters.

Winner of AC Transit's unofficial "News Media Roadeo" was Jerry Wilcox, KCBS Radio (above, with Michael Settles, director of administration). Contenders included (above right, left to right) Wilcox; Harre Demoro, San Francisco Chronicle, next to AC Acting General Manager Gene Gardiner; Andrew Ross, San Francisco Examiner; Greg Edmonds, KGO Radio; Dennis Rockstroh, San Jose Mercury; Bill Parks, Hayward Review; and Del Lane, Oakland Tribune.

The instructors did take pains to label various obstacles around the course: the newsies found themselves running down barrels titled "Managing Editor" and traffic cones marked "Assignment Desk." And, predictably, obstacle markers fell victim to bumps and battering at the hands of the novices behind the steering wheel.

Extensive news coverage was generated by the event — aimed (in addition to creating light-hearted rivalry) at giving the reporters a better understanding of the challenge involved in piloting a standard size bus through hazard-filled highways and urban streets routinely traversed by public transportation professionals.

Well, nobody said it was easy!

Our 'Stockholders' Write

I recently moved to Montclair after living in San Francisco for five years. I was dreading the daily Oakland-San Francisco commute, but nearly fell out of my chair when the bus driver arrived on schedule and greeted me. They even have the courtesy to turn on the interior lights as we drive through the tunnel!! I'm still in shock.

Thank you very much for continued prompt and courteous service.

Cheryl Nevares
Oakland

* * *

I am glad that the service is available. As a daily commuter, I find the service convenient and, on the whole, the bus drivers friendly and courteous.

Robi Carmack
Pinole

* * *

This driver *(Vicente Pangelinan)* is most courteous. I have ridden with him many times, and he is unfailing in his consideration for his passengers.

Paul Derby
San Leandro

* * *

Driver *Mabel Woodruff* was very helpful. Answered more than just the questions asked. Made me very familiar with how BART and AC Transit work together.

Paul Rendon
Berkeley

* * *

Keep up the good work. Your buses run on time, drivers are courteous, and I can see your efforts to keep coaches clean.

Susan Bloom
Oakland

I took the FX morning commute bus from North Berkeley to the SF terminal and left a bag on the bus. When I returned to the terminal a few minutes after arrival to report the loss, I was referred to *Bill Gobbell,* the supervisor. He stated that the driver *Cecilia Frenzel,* had already notified him that she had found the bag on her bus. Through radio communication, they were able to arrange for the bag to be brought again to the SF Terminal on the next run, and I was able to recover it.

Their prompt and professional action and special efforts saved me a great deal of trouble, and renewed my appreciation of your system and its employees.

George Clyde, Jr.
Berkeley

* * *

It's nice, for a change, to be able to express a positive opinion where public services are involved, especially in these times of fare increases and route cut-backs. But, as a regular AC Transit customer, I find that the back-bone of the transportation system, its drivers, should be commended for excellent service — in particular *Kenny Berry,* who is always courteous to passengers.

Tandria Washington
Oakland

* * *

Thank you for making AC Transit bus service safe, convenient and reliable — especially the 70 and 78 Lines.

Maria Cober
San Pablo

Actions of the Board

At an adjourned regular meeting June 25, the Board of Directors:

- Authorized Request for Proposal for marketing research survey, on motion of Director Bettencourt.
- Approved District endorsement and support of private, non-profit "Booster Club" of public transit passengers, advocates, and community supporters, on motion of Director McDonnell.
- Accepted Draft Final Corridor Assessment Project Report; authorized Request for Proposal for second phase of Bay Bridge Corridor System Planning Study, on motion of Director Nakadegawa.
- Approved a slate of service curtailments to take effect September 14; adopted Five-Year Plan Update, Fiscal Years 1987-91, on motion of Director Nakadegawa.
- Approved communication suggesting amendments to proposed Assembly Bill 4382, on motion of Director Nakadegawa.

* * *

At a regular meeting July 9, the Board of Directors:

- Authorized travel of one staff member to attend APTA's August 14-15 symposium on drug and alcohol abuse; adopted resolution congratulating San Mateo County Transit District on its tenth anniversary, on motion of Director Rinehart.
- Authorized Acting General Manager to schedule and advertise a public hearing on recommended route and service changes aimed at alleviating traffic congestion in Oakland's City Center (see story, pg. 3); accepted report of Central District Transit System Improvement Study, Phase II, on motion of Director Nakadegawa.
- Adopted resolution establishing appropriations limit for Fiscal Year 1986-87 tax proceeds; approved FY 1986-87 Operating Budget (see story, pg. 4), on motion of Director Wiggins.

Transit-Times

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Hayward Division opens

Meeting tackles crucial transit issues

About 60 residents of Fremont joined AC Transit Board President *Linda Shepard* and General Manager *Gene Gardiner* the first Saturday morning in September for a discussion of "Traffic and Transportation," sponsored by Fremont Mayor Gus Morrison as one of a series of civic breakfast meetings.

"I am amazed that so many people would get up early on a Saturday to talk about transportation," Gardiner said in his remarks to the group, "However, you do have one of the Bay Area's most critical transportation problems — the Nimitz Freeway — coming through your area."

Gardiner stressed the need for "multi-modal concepts" of dealing with mobility problems in a community, emphasizing the importance of coordinating all modes (buses, highways, rails) to assist in getting people where they need to go.

Shepard told the group that the turnout for the meeting affirmed the accuracy of a recent Association of Bay Area Governments (ABAG) report listing transportation as the number one concern of residents. She applauded both the mayor and participants for convening the forum on transportation. "The transit story really has not been told," she said. "We need to make more of an effort to get that story to the people, and today's meeting helps in that."

Both AC Transit representatives answered questions about bus routes and schedules, current and future, as well as responding to more general concerns expressed by attendees.

Also discussed at the September 6 gathering was the proposed half-cent sales tax for Alameda County (Measure B), which would increase the sales tax rate to seven cents to help fund improved highways, local streets, and public transit service. Under this sales tax plan, a total of $990 million would accrue over 15 years, with AC Transit's portion amounting to some $115 million, according to estimates, or 11.6 percent of the total.

Passage of the measure requires more than 50 percent approval by voters in the upcoming November election; and, said Shepard, the sales tax proposal represents AC Transit's first opportunity for stable new funding since the System "was devastated" by Proposition 13. It was at that time, in 1978, that the District lost 25 percent of its funding base.

The November ballot measure, attendees were told, also calls for $220 million to be spent on improvements to the Nimitz Freeway; $174 million for Route 238 in Hayward; $183 million to be allotted local communities for streets, roads, or other improvements; $77 million for Oakland Airport roadway work; $55 million for the Routes 580/680 interchange between Dublin and Pleasanton; and $45 million for Highway 84.

In addition, it was reported, $15 million which the sales tax increase would garner has been ear-marked for paratransit services for the disabled, elderly, or others who are unable to make use of existing public transportation services.

Board members back "Measure B"

A proposal to levy a half-cent sales tax for transportation improvements in Alameda County received support this month from AC Transit Directors.

"Measure B", which will be on Alameda County local ballots on November 4, would yield the District as much as $115 million in operating assistance, according to Board President Linda Shepard.

"These funds would help us maintain and improve service over the next 15 years," said Shepard (see reference to this subject in story above).

Board appoints Gardiner to GM post

AC Transit's Board of Directors named *Gene P. Gardiner* to the permanent position of General Manager during a Board meeting August 27. Gardiner had held the top administrative position in an acting capacity since March 1.

In proposing the appointment, Director *Ray Rinehart* described him as particularly qualified for the position because of the breadth and depth of his prior experience with the District. Gardiner joined AC Transit as a driver in 1961, rising through the ranks to gain hands-on experience in virtually every facet of internal and on-street operations.

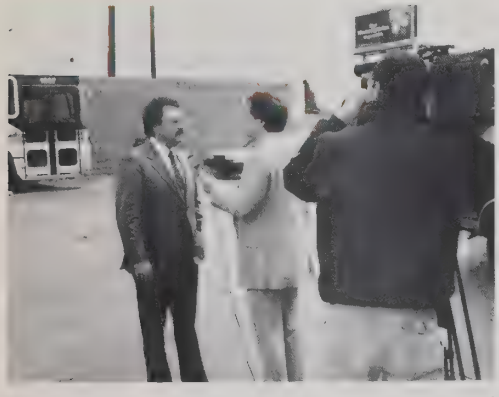
Board President *Linda Shepard* stated, "In just six months, he has successfully concluded interagency negotiations for funding bus operations in the current fiscal year and established a strong legislative advocacy program as a vehicle for achieving stable future funding."

In addition, she added, "He has demonstrated an energetic approach to forging an effective management team, which bodes well for the District and, ultimately, for the East Bay's bus riders, in the years to come."

Shepard also noted that Gardiner established important new management functions, in a reorganization that is streamlining the District's administrative structure; and that he has greatly strengthened AC Transit's working relationships with city, county and state officials, and with leaders of business, civic and community groups throughout the service area.

Gardiner's public transit career began 25 years ago at the steering wheel of an AC Transit bus. In subsequent years, he earned promotion to positions within various functional areas, including dispatcher, road supervisor, assistant research and planning manager, and (prior to his March appointment as Acting GM) operations center manager.

On camera



DISTRICT'S PERSPECTIVE — New General Manager Gene Gardiner outlines the program for improving passenger lift reliability for KRON-TV's Mark Jones, and the camera, in an interview at the Emeryville Division yard. Subject was AC Transit's 512 lift-equipped buses among the 850-coach fleet.

Ridership up, data shows, But in discount-fare areas

Ridership increased in the past two fiscal years, Directors learned this month, but the increase was largely in riders who qualify for discounted fares.

Transbay ridership declined while local usage went up. But the latter rise was in two categories of riders who pay heavily discounted fares: youths and seniors/handicapped. This impacts the District's farebox recovery ratio, since state law requires a 33% farebox return.

Data gathered on routes serving metropolitan East Bay communities from Richmond through Hayward (not including Fremont, Newark or contract service) show an increase from 67.3 million passengers (FY 1984-85) to 67.9 million (FY 1985-86). But within the statistics lurks the worrisome fact that more than half of current local riders receive fare discounts.

Riders, drivers were safer last year

There has been "a decline in reports of certain types of crime on AC Transit buses," according to General Manager *Gene Gardiner*, who reported to Directors on statistics for Fiscal Year 1985-86.

Robberies reported by passengers declined from 20 incidents to 15, he said, while robberies of drivers declined from eight the year before to four during the fiscal year ending June 30, 1986.

"This must be viewed in light of the 80 million passengers we carry every year," Gardiner said. "Of course, we still believe that one such incident is too many."

Figures for the period showed 122 reported "assaults" (a broad category encompassing behavior ranging from a shove to more serious attacks). That compares to 121 the previous year.

AC Transit's *Charles O. Lacy,* chief of protective services and investigations, attributes the general decline of incidents on buses to four elements:

First, Lacy says, "The District has handled such reports of incidents swiftly and effectively. Second, we have had close cooperation with law enforcement agencies throughout the nearly 750 square miles and 38 communities in which we operate. Third, public information and education efforts have been effective. Finally, District employees have been alerted to make swift responses to any perceived security problems."

COMMITTEE FOCUS — Michal Settles (foreground), director of administration, chairs the Affirmative Action Committee of the American Society for Training and Development, which held its September meeting in Oakland, hosted by the Kaiser Permanente Medical Group, Inc. Here, committee members concentrate on discussion of this key personnel objective.

Five retired veterans of transit service meet deaths

Five retiree deaths have been reported.

Don M. Whittington, 77, who was an East Oakland (Seminary) Division driver with 28 years of transit service when he retired in 1974, died July 26. He was a resident of Castro Valley.

He is survived by four daughters: Lisa, Rita, Paulette, and Diane.

Charles C. Kendall, 70, who had worked as a machinist for the District for 10 years prior to his retirement in 1980, died June 21 in Oakland.

A Hayward resident, Kendall is survived by his widow, Dorothy, and five children: Marlene Perreira, Loretta Bulgu, Pat Schmit, Rita Ulrich, and Debbie Ward.

Hubert B. Robertson, 61, who was an East Oakland (Seminary) Division driver when he retired in 1980 after 26 years of service, died August 13 in Hayward.

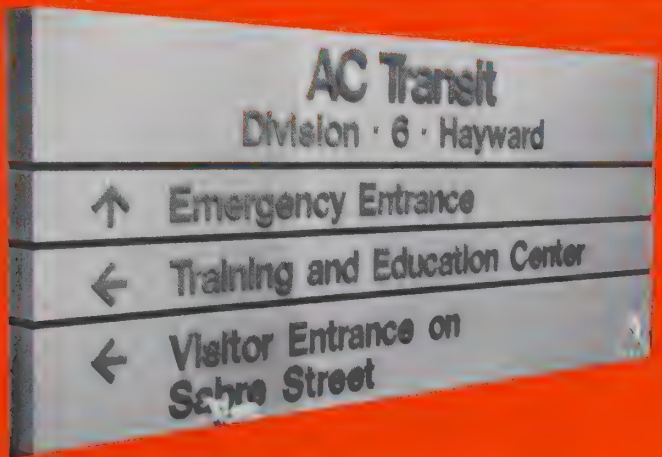
Robertson, who was a Hayward resident, is survived by his children: Sharon Marshall, Randy Robertson, Sandra Gendron, and Star Robertson.

Glen G. Phillips, 67, who retired in 1979 as an Emeryville Division driver, died September 4 in Reno. The San Jose resident, who is survived by his widow, Josephine, had been employed for 14 years prior to his retirement.

Charles L. Rush, 67, a retired training instructor who resided in Yoncalla, Oregon, died September 2. His transit service record spanned 25 years. He retired in 1982.

Rush is survived by his son, Bruce.

New division opens



Hayward incorporates latest in

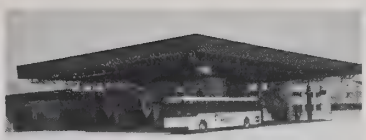
When Driver *J. J. Williams* rolled his Line 86 - Clawiter Road - Eden Landing coach out of an AC Transit yard in the wee hours of Sunday, September 14, it was the first departure from the System's brand new Hayward Division.

AC Transit's newest facility, absorbing bus operations launched in 1974 at Newark Division, and taking on certain functions from the currently over-burdened East Oakland operating yard, will be opened officially in ceremonies held October 16. It offers a dramatic change for drivers, maintenance workers, and administrative personnel from the old seven-acre Newark site, located 15 miles to the south. The Hayward Division encompasses 23 acres. The newly-completed complex shares this site with the Training and Education Center, opened last year.

When operating at capacity early in 1987, Hayward Division will house some 550 employees operating up to 250 buses to serve the heart of AC Transit's central and southern Alameda County operations. This service area extends to Santa Clara County (Milpitas and Palo Alto), stretches to Walnut Creek in central Contra Costa County, and to San Francisco via long-distance commute schedules.

The $21 million facility is equipped with some of the latest examples of coach operation/maintenance technology: a new, computerized fuel monitoring system for statistical tracking and analysis, plus early warning of existing or potential engine problems; an electronic fare collection system which tallies money without any necessity of handling by employees; computerized head-sign printing; and faster, more efficient bus vacuuming and washing equipment.

The site's 80,000 gallon diesel fuel storage capacity compares to the old Newark Division's capability of storing 12,000 gallons.



Directors on inspection included (photo second from left) Michael Fajans, William Bettencourt, and Roy Nakadegawa. Board President Linda Shepard said the facility "is both streamlined for work and worker-friendly."

ransit operating technology

"What this yard will mean for the average bus rider," says General Manager *Gene Gardiner*, "is cleaner, more reliable buses." He stresses its significance to improved maintenance capability, centered in modern shops for such specialized functions as body work, electrical repair, minor engine and transmission work, and tire replacement.

The division also will assume the burden of maintaining, rebuilding, and repairing all AC Transit "street furniture" for the District's service area of 750 square miles. This includes such necessities as passenger shelters, bus stop poles, and public information displays.

Design and lay-out of the facility also shows ample concern for the human element. At Newark, Board President Linda Shepard explains, "There were no conference rooms, designated spaces for report writing, or quiet areas for off-duty relaxing or for waiting for scheduled runs.

"We were anxious to provide a positive environment for our people," she said. "We think we are doing that here."

Improved security and accessibility are other important pluses offered at the new division. For instance, elevators and specially designed rest rooms will aid the handicapped.

In addition, Shepard notes, "We will be able to hold fairly large meetings on the site, which will be easily accessible, for the first time, to the disabled."

The District plans to retain the Newark property until the Board of Directors decides whether to sell it, retain it as a storage site, or convert it to use as a "mini" or "satellite" operating facility.

Completion of the new division is part of AC Transit's master plan for facilities, which was conceived nearly a decade ago to assure quality of operations over a period of many future years.

Ongoing facilities program looks to future

In the late 1970s, a comprehensive study of AC Transit's facilities mandated major rehabilitation of the operating divisions. The result: a sweeping $100 million improvement program now underway to modernize and equip the District to meet the challenges of the coming century. In addition to Hayward Division (and the adjacent Training and Education Center opened previously), the program includes:

- **Central Maintenance Center** (East Oakland) opened in 1985 to handle major fleet up-keep activities and to house the purchasing and warehousing functions.
- **Emeryville Division,** built in the 1930s, is now midway in a $21 million reconstruction aimed at accommodating 225 buses and 550 workers.
- **East Oakland Division,** dating from the 1940s, is getting a $21 million revamp. It will house 250 buses and 500 workers, with the additional 100 coaches now operated from this overcrowded yard being moved to Hayward Division later this year.
- **Richmond Division** is beginning a long-needed $12 million upgrading in 1987 to greatly improve its ability to handle future bus operations serving west Contra Costa County.

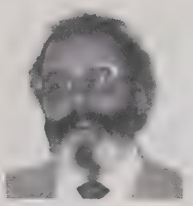
HAYWARD DIVISION STATISTICS

• **Location:**	**1758 Sabre Street (adjacent to Hayward Airport)**
• **Site:**	**23 acres**
• **Cost:**	**$21 million**
• **Contractor:**	**Kaiser Engineers**
• **Employees:**	**Up to 550**
• **Coaches:**	**Up to 250**
• **Fuel storage:**	**80,000 gallons**
• **Parking:**	**On-site, secure parking for 276 cars**
• **Work space:**	**Transportation operations, 19,830 square feet; Bus Maintenance and Building Maintenance, 70,360 square feet**
• **Adjacent site:**	**30,502-square-foot Training and Education Center (completed in 1985) located at 20234 Mack Street, Hayward**
• **Equipment:**	**Computerized fuel islands for monitoring of diesel consumption; fast, efficient coach cleaning and washing systems; state-of-the-art technology for printing coach head-signs**
• **Service Area:**	**Central and southern Alameda County; portions of Santa Clara and Contra Costa Counties; commute-hour schedules to and from San Francisco and Palo Alto**

Management staffers are promoted

Biff Williams

Keith Steckly


Lee Skilling

Joan Martin

Sterling Stewart

Biff Williams, new operations center manager, began as a driver in 1964, moving up to chief transportation supervisor — his position for more than a decade prior to his new job of over-seeing AC Transit's communications nerve-centers, including road supervision, dispatch, and PBX/Information. He's been a San Leandro resident for nearly three decades.

Keith Steckly, general superintendent, East Oakland, can look back on a transit career that has spanned the periods linking streetcars and transbay trains with present-day bus operations. Moving through the ranks as a mechanic, he became a maintenance foreman, then maintenance superintendent before his current position. He is a long-time resident of Hayward.

Leland G. Skilling's long transit career, dating officially to 1962 but including prior work with AC Transit's predecessor, has included positions in treasury, personnel (where he advanced to assistant personnel manager), and operations, where he's now general superintendent, Richmond. The Alameda resident also has served the District during contract negotiations.

Joan Martin, new project coordinator, administrative projects, joined the District as a grant accountant in 1984. Her duties cover projects related to funding, grant applications, and contract administration. The former Florida resident has settled-in to the extent of buying her first Bay Area home — in Richmond.

Sterling Stewart, Jr.'s up-from-the-ranks career with AC Transit, culminating in his new appointment as general superintendent of the District's newest facility, Hayward Division, began when he became a driver in 1968. Subsequent promotions led to his becoming superintendent, Newark — the division being absorbed by Hayward.

THE COVER — "It's hard to believe we're actually here," said General Superintendent Sterling Stewart of the new Hayward Division, whose first coach rolled into service at mid-month. Absorbing operations of Newark Division and assuming some of the workload of over-burdened East Oakland Division, the facility is a welcome addition. The District will celebrate Hayward's becoming operational next month (see enclosed supplement).

Attending Cal home games By bus bears big benefits

Those who cannot bear to miss a Cal home game but who have, in the past, barely survived Berkeley traffic and parking hassles, are being advised that AC Transit bus service for the new season of football definitely bears looking into.

The bare facts about Saturday service to Memorial Stadium for 1 p.m. games are these:

Extra service is being provided on Line 51 buses, operating between Third St. and University Ave., and Bancroft Way and Piedmont Ave. These buses connect in downtown Berkeley with other AC Transit lines — including Line F to San Francisco — and to the BART/Berkeley station.

BART riders also may transfer to Line 51 (northbound to the campus) from BART/Rockridge station.

Regular fares are charged for the football service.

Up-dated facility

Changes at Emeryville are dramatic

It is only 200 yards from the southeast corner of the Emeryville Division lot to the northwest corner. But the distance in time, if considered in symbolic terms, would extend from the 1930's to the 1980's and into the future.

Drivers, mechanics, clerks, dispatchers, service employees, and management staff reported to the new operations building in Emeryville September 2. The change was monumental. The old facility was originally constructed during the Depression. Temporary additions (which stayed in use so long that they eventually became permanent) were built during World War II, and the fifties and sixties.

"It became increasingly clear that we needed a major overhaul," says General Superintendent *Tom Swanson* (who previously held the same job at Richmond Division). "Circumstances were getting to a critical point."

The extensive $24 million revamp project got underway April 16, 1984.

The nine-acre site now includes a transportation building with 14,000-square-feet. A maintenance building with 37,860 square-feet is underway. Security features include electronic surveillance cameras.

Modern fuel island and bus wash equipment provide capability to turn-around clean, fully operational buses in the shortest span of time. Electronic monitoring and computerized evaluation allow individual tracking and productivity/efficiency monitoring of each vehicle.

MOVING-IN — George Skezas, facilities administrator (second from left) receives keys to the just completed Emeryville Division operations offices from Hal Nahler, who headed the Kaiser Engineers consulting team overseeing the revamping of District facilities at 47th and San Pablo Avenue. General Manager Gene Gardiner (left) and Kaiser's John Thomson were on hand for the ritual.

Employee amenities include on-site parking, and recreation/rest areas for workers coming off-duty or awaiting assignments. All physical surroundings are a dramatic contrast to the previous outmoded, dilapidated work and rest areas with which Emeryville personnel coped previously.

Another key advantage of the reborn facility is increased yard space for buses.

Some work remains to be completed in 1987, including Maintenance.

Old division, new look

METAMORPHOSIS — Old Emeryville Division now is a complex of new or extensively improved work areas, including (left) a 14,000-square-foot transportation building, with adjacent employee parking structure. The designed-for-efficiency layout of the District's oldest operating site incorporates top technology for monitoring, fueling, and cleaning buses. Employee working environment has been dramatically improved. Buses have continued to roll from Emeryville during the long construction period.

Our 'Stockholders' Write

I would like to express my appreciation for the excellence AC Transit drivers have demonstrated over the years.

In particular, I would like to report that the driver *(Norman Grant, Jr.)* of the 40 bus was extraordinarily helpful in assisting a blind passenger in Berkeley this afternoon — informing the passengers where he was going, requesting other passengers to change seats to make one available for the blind person, and thanking everyone.

William Pigman
Berkeley

(Ed. Note: Driver Grant also received recent commendation by letter from Passenger Clara Kong, Hayward.)

* * *

At this time I would like to extend a note of thanks to the drivers of the buses. Their courteousness and concern (I am disabled) have reassured me that the greater majority of the drivers are of the caliber that I would be proud to have as friends.

I do at times have my complaints, but I also think it is commendable to the drivers that they put in so many hours with so few complaints. They do their best under sometimes rather adverse conditions.

W. J. Haser
Rodeo

* * *

In my 50 years in the work force, I have observed that appreciation for good work comes painfully and seldom, while a mistake is noticed and acted on at once and without fail! Please add my letter to Driver *Don Jackson's* file of real appreciation.

Ed Edstrom
Oakland

I have always found this driver *(Jerry Johnson)* to be exceedingly nice and always helpful to the passengers. To cite an example:

After transferring to Line 29 (from Line 28) at BART/Fremont, I suddenly realized that my wallet was missing. It struck me that it must have slipped out from my hip pocket on Line 28. I approached Johnson about it, and he called someone, then told me that the same bus was following us. At the next bus stop he signalled the driver to stop so that I could look for my missing wallet. When I got on the bus, I found it lying on the floor, contents untouched.

I would be doing an injustice if I did not make any mention of other good drivers. They are *Carolyn Williams* and *Annette Thompson.* I am a senior citizen and travel quite often on Line 29. When passengers enter the bus, these super drivers greet us with such a pleasant smile and nod, expressing "Welcome Aboard". I wish AC Transit prosperous years ahead.

K. M. Captain
Newark

* * *

A member of our staff and three clients (one in a wheelchair) attempted to board an 83 bus. The lift initially did not function. The driver of this bus *(Raymond Calhoun)* worked with the lift until it was functioning properly. He then assisted our staff member in securing the person in the wheelchair inside the bus.

He was most helpful, both in action and attitude.

Rosalee H. Schubert,
Program Director, "Over 21", Oakland

Actions of the Board

At an adjourned regular meeting July 30, the Board of Directors:

- Adopted resolution of appreciation to Melvin Howard, Director of Human Resources, American Public Transit Association, for his contributions within the field, on motion of Director Bettencourt.
- Authorized District participation in activities recognizing the 50th anniversary of the Oakland-San Francisco Bay Bridge, on motion of Director Rinehart.

* * *

At a regular meeting August 13, the Board of Directors:

- Authorized travel of seven representatives, the District's 1986 Roadeo winner, and spouse, to participate in American Public Transit Association Annual Meeting and International Bus Roadeo in Detroit October 5 - 9, on motion of Director Rinehart.
- Adopted resolution relating to Regional Transit Association grant application aimed at assuring DBE/WBE participation in 1987 American Public Transit Association Meeting and Expo in San Francisco, on motion of Director Nakadegawa.
- Approved award of contract to C. Overaa and Company for reconstruction design and construction of Richmond Division, on motion of Director Wiggins.

* * *

At an adjourned regular meeting August 27, the Board of Directors:

- Authorized contract modification for purchase of five lift-equipped vans from Contempo Coach Sales, on motion of Director Nakadegawa.
- Approved appointment of Gene P. Gardiner to General Manager, on motion of Director Rinehart (see story, pg. 3).

Transit-Times

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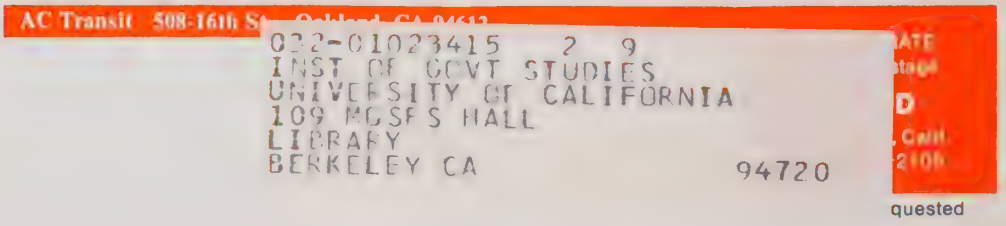
Sterling Stewart ..... General Superintendent, Hayward
Tom Swanson ..... General Superintendent, Emeryville
B. F. Williams ..... Operations Center Manager

District gears up to aid in good work of United Way

AC Transit representatives will contact employees throughout the District from October 20 through 31, seeking donations — including payroll deduction pledges — to help support United Way of the Bay Area's 240 human-needs agencies. These agencies, providing wide-ranging services (Big Brothers of the East Bay and the American Heart Association are two examples) offer a helping hand annually to many thousands of people in need.



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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

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Vierra vies as driver And is Roadeo victor

Transit trends and topics

Board adopts new labor contract After ATU Local 192 votes approval

AC Transit's Board of Directors gave final approval October 21 to a new collective bargaining agreement which will help contain overall operating costs even as union workers gain a salary increase.

The new contract provides for a 5.5 percent increase in salary for the remainder of this fiscal year, followed by four percent hikes in each of the ensuing two years. This would be applied to the $13 hourly base wage for drivers and corresponding rates for other represented workers.

Board President Linda Shepard notes that these incremental increases conform to the projections incorporated in AC Transit's Deficit Reduction Plan, adopted a year ago. Coupled with productivity improvements and cost-cutting measures already implemented or planned for the near future, this agreement should enable the District to end the current fiscal year with a budget that's nearly balanced, Shepard said.

Other measures aimed at improving AC Transit's fiscal situation include internal economies already adopted; reorganization of the workforce, aimed at generating greater efficiency; and productivity improvements garnered from the District's on-going facilities reconstruction program.

The new labor agreement resulted from months of negotiations between the District and Amalgamated Transit Union, Local 192, which represents some 1,900 of the system's transit workers. Its adoption comes nearly four months after the previous contract expired June 30.

The Directors' unanimous approval of the three-year labor contract came hours after the union membership — the drivers, mechanics and clerical workers serving the East Bay's bus riders — voted for the pact 798 to 497.

District takes part in Bridge birthday

Beginning this month and continuing into next — when the Oakland-San Francisco Bay Bridge celebrates its official 50th birthday on November 12 — AC Transit is joining with organizations and individuals throughout the area in planning celebratory projects.

This month the District launched its salutes to the bridge's golden anniversary with a contest for transbay passengers. The prize, awarded to three entrants, was attendance (with one guest each) at the commemorative "Bridge Builders Dinner", scheduled November 2 at Treasure Island (the historic span's halfway point).

Winners of the contest were to be honored as symbolic representatives of the more than 700 million transit patrons who have used AC Transit and its predecessor, Key System, to cross the Bay Bridge since its 1936 opening.

General Manager Gene Gardiner explains contest to transbay bus rider

Based on this half-a-century (and continuing) link with the Bay Bridge, the District plans to issue printed commemoratives next month, utilizing vintage pictures and glass negatives from photographic files inherited from transit service predecessors stretching back more than 100 years.

International Roadeo champ

Driving skills pay off for Vierra

VIERRA VICTORY - Surrounded by some of the drivers from around the nation whom he had just bested in the International Bus Roadeo, AC Transit's Rick Vierra accepts his first-place plaque from Warren H. Frank, outgoing board chairman of the sponsoring organization, American Public Transit Association. Frank is chairman and executive director of Central New York Regional Transit Authority. In the early October event, Vierra vied in a field of 59 of the most skilled and knowledgeable bus drivers in North America.

When veteran driver *Rick Vierra* flew home October 9 after a few days in Detroit, he brought back much more than casual mementos from out-of-town. He came back richer, carrying home a $1,000 savings bond and top competitive honors for besting a field of 59 in the American Public Transit Association's International Bus Roadeo, held annually.

And the days immediately following his return produced even more excitement: a commendation from AC Transit's Board of Directors in the form of a resolution read at the October 15 meeting; press interviews and pictures; and publicity from exterior and interior bus posters.

"APTA judged our driver to be absolutely the best in North America — without exception," noted Board President *Linda Shepard*. "By making a near-flawless sweep of the competition course, he certainly earned that title."

The international championship in bus driving, in which Vierra earned 640 out of 650 possible points, represents a demanding test of at-the-wheel skill, job knowledge, and appearance.

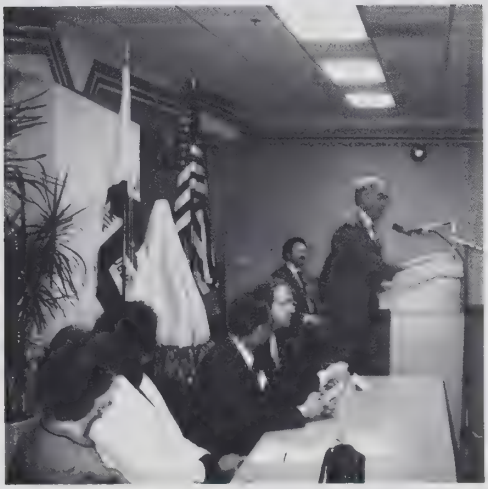
In addition to written and oral quizzes and uniform-inspection, each contender must master a tough obstacle course that tests ability to turn a bus, in both forward and reverse, to gauge clearances while operating at speed, and to judge distance with accuracy.

Vierra's rivals in Detroit were men and women who had earned first place in local Roadeos across the nation this year. In addition to sweeping AC Transit's mid-July Roadeo — as he had twice previously, in 1977 and 1985 — Vierra also earned a close second place (only five points separated him from the San Francisco MUNI driver placing first) in northern California's

(Continued on page 6)

Guests see, tour newest division

At Hayward Division event (left), Board President Linda Shepard presided as General Manager Gene Gardiner displayed the dedicatory plaque. Among guests were (below, center) Hayward Mayor Alex Giuliani, who (with Oakland Mayor Lionel Wilson among those listening) welcomed the new operating division.



Driver Rick Vierra's win in the International Bus Roadeo was recognized during the Hayward dedication, where his accomplishment was praised from the podium by General Manager Gene Gardiner (right) and Board President Linda Shepard.

The District's newest operating facility celebrated official dedication ceremonies October 16. Among the more than 100 guests attending were Alameda County mayors and other city officials, plus representatives of various state legislators.

"Hayward Division represents a major advance for AC Transit," declared Board President *Linda Shepard*. "It's the first of four Divisions which will benefit all of transit's constituencies: the workers, who will be more comfortable and more efficient in this new workplace; the passengers, who will enjoy cleaner, better-run buses; and the taxpayers, who will reap the benefits of dollar savings through greater productivity."

Guests at the dedication toured the $21 million facility, which features state-of-the-art technology for dispatching and servicing buses operating in southern Alameda County, parts of Santa Clara and Contra Costa Counties, as well as serving commute-hour passengers to and from San Francisco and Palo Alto.

The new division is the latest element in a federally funded capital program that is rebuilding all of the District's operating facilities, many of which had become aged, overcrowded, and inefficient.

An open house for employees, retirees, family members, and other friends of the District was held two days following the new division's official dedication.

Training program is District project

Jim Barlow, maintenance and training coordinator, is excited about a new and innovative training program being developed by AC Transit for implementation in 1987. It is, he says, "the first supervisor training program developed specifically for the public transit industry by private enterprise."

The project grew out of a three-day conference Barlow attended in Minneapolis in August. Aim of the gathering was to produce a plan for teaching road supervisors and maintenance foreman how to do their jobs better.

The conference, including participants from Houston, Denver and Salt Lake City, yielded a proposal to assist AC Transit in developing such a training program, with the entire cost to be covered by the Urban Mass Transportation Administration, which had supported and encouraged an earlier prototype developed in Houston.

"We are getting involved on the ground floor of this program," Barlow says. "What we will be doing in the next few weeks is developing the length of the program, the exact curriculum, and other elements necessary to ensure success. We expect to have a course outline by Thanksgiving."

Between then and now, Barlow will be soliciting critical appraisals from road supervisors, maintenance foremen and other managers on what they feel is vital to the course.

In addition to obvious benefits to the District, Barlow sees an opportunity to help others beyond the boundary of AC Transit's service area.

"We will be conducting the course at our new Training and Education Center in Hayward," he says, "and we hope we can work out a satisfactory arrangement for other transit systems to send their personnel for training."

Even without the benefits of such direct training in the program, the project, Barlow believes, can be geared to be "self-instructing", enabling personnel from other systems to work directly from course outlines, instructional materials, and lesson plans developed at AC Transit.

"It is in the industry's interests to assist in providing programs for small properties," he says.

The program will be produced by Golle & Holmes Custom Education, a private consulting firm.

Two move up the career ladder

Marit Roman

James Davis

In two promotions in Risk and Insurance Department, *Marit Roman* has assumed new duties as assistant risk manager and *James P. Davis* has been appointed liability claims supervisor.

Roman, who previously was workers' compensation supervisor, joined the District in 1982 after serving as a senior workers' comp supervisor at Mission Insurance in San Francisco. She lives in Marin.

Davis came to AC Transit as a claims representative from Maryland Casualty Co. in 1984. A native of Atlanta and graduate of Georgia State University, Davis lives in Oakland.

Emeryville driver, retiree die

A driver and a long-time retiree have met their deaths.

Emeryville Division Driver *Chester A. Walden*, 55, died September 14 in Castro Valley. He had been with the District since 1972 and was a Castro Valley resident.

Survivors include his widow, Jane, and four children: Catherine, Chester, Debbie, and Sharon.

Deward B. Mayo, 93, who retired from AC Transit's predecessor organization in 1958, died September 26 in Sacramento. He completed 32 years of public transportation service before retiring from Key System as a motor coach operator.

He is survived by his widow, Thelma.

State-of-the-art bus power pack tested

A "clean machine" is the goal of a new electronic engine control package *Frank Johnson,* general superintendent, Central Maintenance, is trying in AC Transit bus number 2056. Working with the private local firm of Sierra Diesel, the dealer for Detroit Diesel Allison, AC Transit has introduced the latest state-of-the-art power package to a coach, hoping to improve fuel consumption and air quality emissions.

The bus was put in service the second week of October and two things were apparent, Johnson says: first, "exhaust smoke one is used to seeing from a bus is no longer there;" and second, "drivers note an immediate response to demands for power." The computerized transmission, in conjunction with the electronic engine controls, results in a smoother ride for the passengers, too: "The transmission changes gears at only the proper times and with the proper engine speed," Johnson says.

This particular electronic power package is the only one which currently meets the Environmental Protection Agency emission control standards for the 1990's, Johnson says, making it a definite sign of future developments in the field.

"This is AC Transit's first completely electronically controlled bus," Johnson says of coach 2056. The District is operating the bus on various routes to determine fuel efficiency, driver evaluation, and engine emissions.

Director receives honors From two organizations

Director *Roy Nakadegawa*, on the District's Board since 1972, received special honors from the Metropolitan Transportation commission (MTC) late last month.

In a "Special Letter of Recognition," MTC noted that Nakadegawa was instrumental in developing a highly successful paratransit program for elderly and handicapped residents of Richmond, among his many contributions to area transportation.

A City of Richmond civil engineer by profession, Nakadegawa also received honors last month in the annual convention of the 25,000-member American Public Works Association (APWA), held in New Orleans. He was elected to the exclusive 13-seat executive council of the APWA's Institute for Transportation.

Vierra wins top spot

(Continued from page 3)

regional Roadeo in Santa Cruz in August.

An AC Transit driver since 1969, Vierra resides in Livermore, with wife Jayne and twin sons, Thomas and Timothy. He drives out of the new Hayward Division, serving passengers in the Livermore and San Ramon areas. He usually drives Line D-Walnut Creek-Dublin and Line U-Hayward-Livermore, part of the express bus network operated by AC Transit under contract with BART.

Oregon football rooter Gets quick camera return

Some you lose . . . some you get back, as Oregon State Quarterback Eric Wilhelm might tell you about his Dad's camera, lost on an AC Transit bus October 11, the day Cal hosted the Beavers.

It took an alert driver, two supervisors, and a central dispatcher to restore the missing camera, left behind by the elder Wilhelm when he transferred in downtown Berkeley to a shuttle bus bound for Memorial Stadium.

AC Transit Driver *David Lyons* noticed the lost item on his Line 15 bus shortly before noon and contacted Central Dispatch, where *Carolyn Russell* immediately requested Supervisor *Maurice McCarthy* to pick up the camera and deliver it to Supervisor *Richard McVay,* at the corner of Piedmont and Bancroft. McVay then turned it over to the elder Wilhelm just prior to the 1 p.m. start of the game.

Though the camera owner was no loser that day, the Cal football team was. Oregon State prevailed, 14-12.

Our 'Stockholders' Write

I have commuted on the D, UL, UP, and former US lines, operated by AC Transit under contract to BART, since the day they first went into service in December, 1974. That's given me plenty of time and opportunity to observe the conduct and driving habits of hundreds of your drivers.

I'm sure you get your share of complaints when things go wrong. But I would like to acknowledge and commend one of your truly outstanding drivers: *Bill Gamlen*, who is so skillful and adept in maneuvering that huge bus, he amazes me. And he does so with confidence and safety.

Erick N. Larson
San Ramon

* * *

This lady driver (*Sara Durkee*) was outstanding.

A blind man was on the bus; he had asked to be let off at another bus stop. When he got off, he went the wrong way. She did not move her bus until he turned around, with help from a person she asked to assist.

I wish we who ride the buses had more like her.

Arlee Cooper
Oakland

* * *

As a visitor to the Bay Area, I needed some information regarding bus service and called your Information Center. I would like to say how friendly, efficient, and helpful *Rae Burnett* was to me on several occasions.

Ms. Burnett is to be commended.

Lina Goffe
Alameda

This is a letter of commendation for *R.E. Matthews* for finding my wallet, which had been stolen, and making sure it was returned to me.

My wallet was stolen early in the morning as I was getting gas at an all-night station. The AC Transit office in Emeryville told me that as Matthews was driving his bus a few hours later, he saw the wallet lying on the street, stopped, and picked it up. The next day he also found three more of my credit cards at the same place. He turned the wallet and credit cards in.

I was spared the hassle of waiting in line at a DMV office for a new driver's license; buying a new wallet; getting another photo employee card and press card (I'm a newspaper editor); and paying for another swim card (worth $25) and another video rental card (worth $30). Although I had already cancelled my credit cards by the time I got the wallet back, his returning the cards prevented anyone else from using them, which would have meant more time and trouble for me.

Wanda J. MacClarin
Oakland

* * *

Just have to let you know of the driver of an early morning bus I boarded to go to Kaiser Hospital, Hayward. He (*Daniel Benefield*) was happy, courteous, and friendly. Everyone I noticed on the bus was smiling and chatting. He was an excellent driver also.

Helen Ann Kisner
Hayward

Actions of the Board

At a regular meeting September 10, the Board of Directors:

- Approved Request for Proposals for slide presentation in connection with Comprehensive Service Plan, on motion of Director Nakadegawa.
- Approved a series of service adjustments to be implemented in December, 1986, on motion of Director Nakadegawa.

* * *

At an adjourned regular meeting September 24, the Board of Directors:

- Authorized travel of one District representative to attend bus air conditioning maintenance program in Minneapolis October 13-17, on motion of Director Rinehart.
- Adopted resolution relating to withdrawals of deposited funds, on motion of Director Rinehart.
- Approved opposition to State Propositions 61 and 62, on motion of Director Rinehart.
- Approved negotiations with Crain and Associates for a marketing research survey, on motion of Director Wiggins.
- Approved three staff positions, on motion of Director Rinehart.

Transit-Times

Published monthly by the
ALAMEDA-CONTRA COSTA TRANSIT DISTRICT
508 16th St., Oakland, California 94612
Telephone (415) 891-4777

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Director John L. McDonnell plans to retire

Director *John L. "Jack" McDonnell,* an enthusiastic mass transportation supporter at the local, regional, and national level, will retire in November after 30 years on AC Transit's Board of Directors.

McDonnell's transit advocacy activities began early in the 1950s, long before AC Transit took over from the failing, privately-owned Key System in 1960. He was an active member of the citizens' movement which promoted the legislation that created AC Transit in 1956. That same year, he was elected to the Board.

Voters of the Alameda-Oakland-Piedmont area repeatedly returned McDonnell to office; and his fellow Directors elected him to four two-year terms as president of the Board. In 1979, he was elected chairman of American Public Transit Association. And in 1981, he received the regional Metropolitan Transportation Commission's Special Recognition Award.

Activities marking his retirement include a November 7 civic banquet in Oakland.

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ALAMEDA-CONTRA COSTA TRANSIT DISTRICT

INSTITUTE OF GOVERNMENTAL
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Veteran policy-maker Welcomes new Director

"Measure B" dollars will aid AC

Passage on November 4 of a ballot proposition (Measure B) calling for adding a half-cent to the sales tax to cover transportation needs in Alameda County will assure $115 million in much-needed revenue for AC Transit over the next 15 years. The new law is expected to garner a total of approximately $990 million in the next decade-and-a-half, ear-marked for a long list of street, road, and freeway improvements in addition to public transit support.

The District's portion of Measure B dollars will still fall far short — representing less than one-twelfth — of what AC Transit needs to keep operating in the 38 separate communities where buses provide service at the present time. According to Board President *Linda Shepard*, who actively supported Measure B, "These funds will be very helpful; however, we still need to find additional areas of support in order to maintain current levels of service."

She praised Alameda County voters for supporting the measure, saying "The people recognized the need for dealing with our transportation problems. We will have to develop additional positive strategies in coming years to meet future needs."

A similar measure, which would have excluded AC Transit from direct funding distribution, failed to pass in Contra Costa County, garnering only 46.9 percent endorsement. In Alameda County, Measure B was passed with 56.5 percent approval.

Other projects to be supported by the new funding include the following:

- $187 million for local streets and roads;
- $220 million to widen and improve the Nimitz Freeway;
- $170 million for a BART rail extension from San Leandro's Bay Fair station through Castro Valley to Dublin east of the Hayward hills (with the provision that excess funds would be used to extend BART from the BART/Fremont station south to Warm Springs, near the Santa Clara County line);
- $134 million for connecting "Foothill Parkway" in Hayward between Highway 580 and Industrial Parkway;
- $60 million for an extension from the Nimitz Freeway to Harbor Bay Business Park near the Oakland Airport;
- $44 million for improvements to the interchange of Interstate 580 and 680 near Pleasanton;
- $20 million for a two-lane connection from Vallecitos Road to I-580 at Collier Canyon Road near Livermore;
- $15 million for improvements to service for elderly and disabled (paratransit services);
- $13.5 million for San Leandro projects connecting with the Nimitz Freeway and improving local traffic flows;
- $11 million for improvements at the interchange of Highways 13 and 24 in Oakland; and
- $4.5 million for oversight, administration, and delivery of the funds over the 15-years.

Is re-routing due in Downtown?

Proposed rerouting of bus lines serving downtown Oakland will be discussed at a public hearing scheduled by the Board of Directors for 7:30 p.m. January 8 at Oakland City Hall, enabling the City Council to hear public comment firsthand.

In addition to dispersing bus routes now concentrated at 14th and Broadway, the proposals call for making Franklin a two-way street. The total package is described in a comprehensive newsletter being distributed on buses and by mail. Copies by mail may be obtained by calling 839-2882.

The proposals were developed jointly by the District, city planners, and an ad hoc group of civic and business interests.

INSTITUTE OF GOVERNMENTAL STUDIES LIBRARY

Voters re-elect three Directors; Ward III affirms Board newcomer

Director-elect *Peter Smith* joined veteran District policy-makers *William J. Bettencourt, Roy Nakadegawa* and Board President *Linda Shepard* in official swearing-in ceremonies November 25. Smith assumes the Ward III seat vacated by Director *John L. McDonnell,* who is retiring after 30 years of service to East Bay bus riders.

The District's newest Director brings a youthful outlook to the task of establishing policy for the East Bay's public bus system. A graduate of Harvard and of the University of San Francisco School of Law, Smith has acquired experience in various capacities with public agencies and private-sector law firms.

He also is no stranger to local political circles, having served as a paid consultant to mayoral, state assembly, and congressio-

(Continued on page 7)

BOARD CEREMONY — Alameda County Superior Court Judge William McGuiness officiated (top photo) in swearing-in ceremonies for (left to right) Board President Linda Shepard and Directors William J. Bettencourt, Peter Smith and Roy Nakadegawa, with Michael Fajans, Jerome Wiggins and Ray Rinehart looking on. Also on hand for the ceremony was Director John L. McDonnell, seen (above) with Smith and Bettencourt. McDonnell is retiring after 30 years as the Ward III Director representing voters of Alameda-Oakland-Piedmont (see Special Supplement).

Board commends Shepard

Board President *Linda Shepard* has received singular praise from fellow Directors for promoting the transportation tax measure approved by Alameda County voters in the November general election.

The half-cent transportation tax passed by voters will contribute $7 million or more in each of the next 15 years to fund improvements in AC Transit service in Alameda County.

Retiring Director *John L. McDonnell* introduced a special resolution November 25 honoring Shepard. The resolution noted that, as 1986 Board President, Shepard took the lead in sparking three essential actions:

- Formulating a sweeping Deficit Reduction Program in response to threatened funding cuts.
- Seeking state legislation for off-setting the budgetary shortfalls.
- Appointing a dynamic new general manager to implement new policies and programs.

Shepard also was elected recently to the 14-member executive committee of the California Transit Association (formerly the California Association of Publicly Owned Transit Systems).

Bus-use saves big bucks As costs of car-buying And operating escalate

Dollar savings to be garnered by using such public transit services as AC Transit buses are sharply defined in a report on what it will cost to own and run a 1987 model car. Using 10 new American models for the study, a research firm calculated that it will cost at least $4,174 next year to own and operate the smallest, least expensive of the test vehicles — a Ford Escort GL subcompact (with a value, new, of $9,115).

The study showed that the most expensive of the 1987 vehicles tested, the Cadillac DeVille, topped the annual cost list at $6,968 a year, or more than $580 per month. Estimated purchase price of such a car was $21,659.

Cost figures were based on the price of the car, fuel, oil, tires, and maintenance. Included also were insurance estimates, depreciation, financing, taxes, and license charges.

All cars included in the study were new four-door sedans with automatic transmissions, power steering, power disc brakes, air conditioning, tinted glass, AM-FM radios, cruise controls, and side moldings.

Other annual cost figures included:

The rear-drive Chevrolet Caprice at $5,315 per year, and the rear-drive Oldsmobile Cutlass Supreme at $4,966. The front-drive Ford Taurus L, $4,964 and the front-drive Chevrolet Celebrity, $4,900.

The Plymouth Reliant, $4,400; Chevrolet Cavalier, $4,402; Ford Tempo GL, $4,471; and the Dodge Caravan minivan, $4,722.

In determining costs, the researchers used a 36-month projected time period for keeping the car and a 60,000-mile usage figure.

Slides will explain route plans

An audio-visual slide presentation explaining AC Transit's route restructuring plan is being produced by Fern Tiger Associates, of Oakland, one of 6 organizations (including qualified DBE/WBE firms) which filed proposals.

Transit use subsidized

A holiday gift that will keep giving until February has been offered employees of Palo Alto's Alza Corporation. The gift: transit commute-cost subsidies at the rate of 50% for December and a full 100% for January and February.

According to Jean Tooker (above), the company's human resources representative, "Alza is experimenting with this innovative approach to encourage commute alternatives among employees."

Both bus, including AC Transit, and train tickets are being subsidized during Alza's trial program.

District retirees meet deaths

Deaths of two retirees were reported in October.

Richard J. Faulkner, 63, who was an East Oakland (Seminary) Division driver when he retired in 1985, died October 25 in Richmond. He had completed 30 years of service prior to retirement.

A former Pinole resident, Faulkner is survived by his widow, Billie, and four children: Billie, Leisa, Richard, and Matthew.

Miguel Sahagun, 84, another 30-year veteran of transit service, who retired in 1972, died October 28 in Oakland. He had been a Service Employee A.

The former Santa Clara resident is survived by three children: Michal and Alfred Sahagun, and Alesia O'Neal.

TEST RIDE — Accessible Services Coordinator James Lee demonstrated the Lift-U wheelchair lift for General Manager Gene Gardiner (center) and retiring Director John McDonnell. The platform-type device was installed in Bus #1347 for testing of its reliability and ease of operation. A recommendation to the Board will follow additional lift evaluation.

Two achieve safety milestone

Two AC Transit drivers have joined the exclusive ranks of operators who have achieved 25 years of safe driving.

The drivers, *Eugene Stewart* of East Oakland Division, and *Harry G. Wiggins* of Hayward Division, become the 60th and 61st AC Transit employees to reach the impressive quarter-century mark of safety behind the wheel.

Stewart and Wiggins are estimated each to have carried more than two million passengers safely and to have driven more than one million miles without accident.

Stewart qualified for bus driver on Feb. 21, 1956, and Wiggins on May 7, 1959.

Patterson gets higher post

Jack L. Patterson, formerly chief dispatcher, East Oakland Division (whose selection for quarterly honors in the Employee Recognition Program is noted on Pg. 10 of this issue) has been appointed an assistant transportation superintendent. The announcement came from *George Grandison,* director of operations.

Patterson joined the District in 1973.

District continues Research and tests Of access technology

Sexual harassment Is seminar subject

AC Transit's management personnel have completed a seminar on sexual harassment, designed to improve understanding of the problem and to explore its legal ramifications.

Conducted by Attorney Howard Jackson, who has specialized for two decades in personnel cases, the course emphasized the need for managers to recognize what constitutes sexual harassment in the work place and what steps need to be taken to address the problem.

All of AC Transit's 220 management employees participated in the half-day seminars, offered during the first week of November and the first week of December.

"Our purpose has been to assist District employees in understanding and dealing with this issue," said General Manager *Gene Gardiner*, who was in the first class. "It's imperative that our people have knowledge and direction on this extremely sensitive subject."

Colorful coaches salute the season

FUN FACE-LIFT — Maintenance employee Billy Cooper (right) attaches holly strands to interior of coach to produce festive atmosphere of the holidays for patrons catching AC Transit's decorated buses. The two vehicles dressed-up by Central Maintenance are part of a tradition of saluting the public at this time of year. Assisting in decorating the coaches were (above, from left) Lee Watts, Kevin Frye, Sylvia Jones, Allen Perry, Reginald Davis, Melvin Brown and Margaret Hayes, all of whom contributed to the "Happy Holidays!" greeting to passengers.

AC Transit's seasonally-decorated "Holiday Bus" can be counted on to draw attention and praise during its annual six weeks of operation from Thanksgiving through the first of the New Year.

Among other special appearances this year, the bus operated November 29 as a shuttle service coach along Broadway in Oakland as part of the city's celebration of the Holiday Grand Lighting Ceremony. After that, it was put into service on regular bus routes.

This year's four-wheeled greeting card (actually two separate coaches) features cutouts of trees, toy animals, and gifts on the exterior, with interiors displaying holly accented with berries. A traditional expression of season's greetings to patrons and the public, "It's our way of saying 'Hello; and Thank You' at the same time," says General Manager *Gene Gardiner*, "while also wishing everyone a happy holiday."

"Holiday Bus" decorating is an annual project of the District's Maintenance staff.

Maintenance staffers (left) Allen Perry, Rich Crouse and Margaret Hayes pause in their work on an AC Transit holiday bus to pose beside transformed Coach 1464.

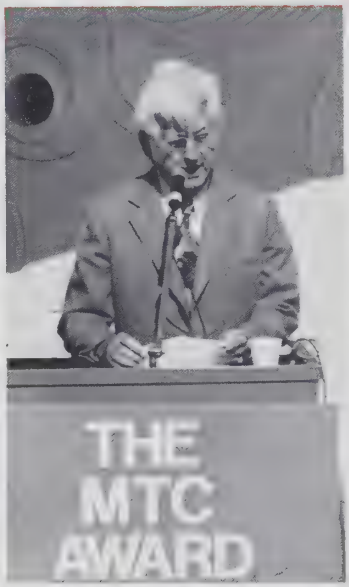
Lengthy directorship ends

From the late 1950's, when he campaigned for passage of the $16 million bond issue that funded purchase of a failing predecessor's privately-owned system, to today's Board and management efforts to assure 21st century transportation needs, Director John L. McDonnell has been the untiring champion of transit's role in serving a highly diverse cross-section of East Bay citizens.

The statistics tell part of the story: in his 30-year tenure on the Board (where he served four terms as president) the public system expanded service from less than 200 square miles to 650 square miles of the metropolitan and suburban East Bay. Today's AC Transit serves nearly 80 million riders yearly, and has logged 1.5 billion passenger trips since 1960.

Transit service tenure spans th

Seeing the birth and growth of a new System



SPECIAL RECOGNITION — In 1981, Director McDonnell was selected for the Metropolitan Transportation Commission's "Special Recognition Award" — honoring his contribution of 25 years to the shaping of transit policy for the betterment of the Bay Area.

For more than 30 years, *John L. McDonnell* has played an energetic role in the policy decisions which brought a host of transit service and equipment improvements.

Before AC Transit rolled into operation in October, 1960, Director McDonnell had worked to acquire brand new buses to put into service. At that time, local bus routes were introduced to neighborhoods in western Contra Costa and in Hayward, and freeway express bus service came into being.

Since then, McDonnell has joined fellow Directors in actions to modernize and

PRIME DIRECTORS — Jack Blue (with back to camera) was Alameda County clerk in December, 1956, when the District's first Board of Directors was sworn-in. Joining Director McDonnell (far right) in this historic event were (l-r) William J. Bettencourt, just re-elected to represent the Castro Valley/San Leandro/Hayward area, and original Board members J. Howard Arnold, Robert K. Barber, Paul E. Deadrich, Clair Macleod, and Robert M. Copeland.

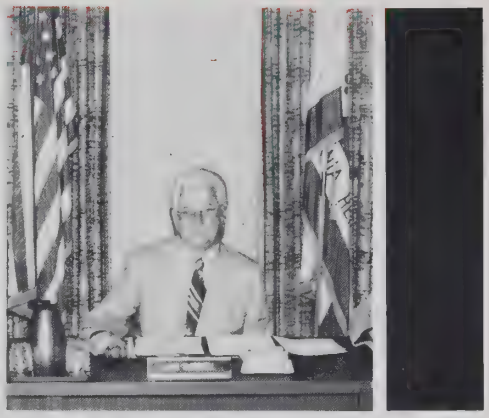
SERVICE START-UP — In December 1960, AC Transit Directors gave East Bay bus riders an imposing season's greetings: the first of 250 brand new coaches. District policy makers who joined Director McDonnell (at left) in this publicity photo included William J. Bettercourt (center), just re-elected this November to continue representing Ward IV.

CONNECTIONS —In 1980, BART Director John Glenn (center) and former AC Transit policymaker William Berk (right) joined McDonnell in interagency ceremonies at BART/Fremont station.

ree decades: 1956 to 1986

enlarge both the bus fleet and the service network; adopt Monthly Passes, bus stop shelters, and other passenger conveniences; continue discounted fares for transit-dependent school children, senior citizens and the disabled; undertake the $100 million reconstruction program currently rebuilding District support facilities; and meet continuing funding crises.

McDonnell's leadership transcended local and regional activities, as evidenced by his election (in 1979) to two years as chairman of APTA — North America's mass transportation advocacy group.



BETTER BUS — In the 1950s, the new GMC "Transitliner" was an important aid in efforts to sell improved transit to the public. This 1959 model, being shown by Director McDonnell to north Oakland businessmen, was fore-runner of 1960's new 250-bus fleet.

1960: New agency, New logo

CHANGE OF OWNERS — Director McDonnell was there (at table, lower left) when East Bay communities joined in the civic celebration as the System's emblem changed on Oct. 1, 1960.

BUILDING FOR TOMORROW — Director McDonnell (far right) pitched in during the 1985 ground-breaking for new General Offices — another vital element in the far-sighted facilities program endorsed by McDonnell and his peers on the Board a decade ago to anticipate and to meet future transit needs.

Festivities mark McDonnell farewell

Banner Event

"TO JOHN McDONNELL, IN APPRECIATION OF 30
YEARS OF DEDICATED SERVICE ON THE
AC TRANSIT BOARD OF DIRECTORS"
BILL BETTENCOURT MICHAEL FALANS JEROME WIGGINS

Board President Linda Shepard presents pin to John McDonnell, commemorating his long District service.

Key and Kudos

Mary McDonnell accepts memento.

FOND FAREWELL — The veteran policy-maker (seated at center, above) was joined by more than 200 well-wishers during a civic banquet November 7. Fellow Director William J. Bettencourt (middle, right) lauded McDonnell's three decades of singular, publicly-spirited service. Tokens of appreciation included an official Key to the City of Oakland, presented, on behalf of Mayor Lionel Wilson, by Legislative Advocate Lynn Suter (middle, left).

Bus patrons to get better trip info at two busy sites

AC Transit riders soon will be referring to airport-style bus departure schedule displays in the Transbay Transit Terminal and Oakland's 12th Street BART station — information installations being developed by the Regional Transit Association (RTA) which utilize on-site mini-computers to list schedules on television-like monitors.

Three dozen commute-hour routes serve the Transbay Terminal and nearly 30 local, express and transbay bus lines serve BART/12th Street station — at the historic 14th and Broadway transfer point. The computers, with real-time clocks, display the next two scheduled departures for each route all day until service ends — when the display reads, "No more service today." Adjacent signs list days and hours of operation for all routes.

Schedules for AC Transit, Golden Gate Transit, San Francisco MUNI, and SamTrans buses will be displayed in the Transbay Transit Terminal. The downtown Oakland display is challenging because of the complexity of District bus service — with more than two dozen routes departing in all directions.

The District has been working with the RTA and the Metropolitan Transportation Commission to reformat current RUCUS (automated run-cutting) data for use in these modestly-priced displays which will be installed in various major regional transit connection points.

Board electees sworn-in

(Continued from page 3)

nal campaign committees. In addition to serving as a law clerk for an Oakland law firm, Smith is a staff member — responsible for transportation legislation — for Oakland Assemblyman Elihu Harris.

The new Board member was unopposed in his November 4 bid to replace Director McDonnell, whose record of energetic support for East Bay bus service began even before the District was formed in 1956. Having represented voters of Alameda, Oakland and Piedmont for exactly 30 years, McDonnell's impressive record in office included four two-year terms as president of the Board, and active advocacy at the regional, state and national levels. The latter was recognized by his election (in 1979) to two years as chairman of the American Public Transit Association.

Events marking his retirement included a crowded civic banquet November 7, during which fellow Director William J. Bettencourt — also one of AC Transit's original policy-makers — voiced a commendatory account of McDonnell's three decades of singular, publicly-spirited service. (See Special Supplement within this issue.)

Also unopposed in the November general election were Board President Shepard (who remains in office representing Fremont, Newark and portions of Hayward) and Director Bettencourt (representing Castro Valley, San Leandro and part of Hayward). Also sworn-in was Director Nakadegawa, who defeated three contenders to retain his At-Large seat on the Board.

AUTOMATED AID — MTC's Marilyn Reynolds (center) and Consultant Jack Reineck make sure this mock-up of a mini-computer's face isn't too large to be installed in a BART information panel as AC Transit Customer Service Representative Doyle Dewberry looks on.

Bay Bridge Golden Anniversary

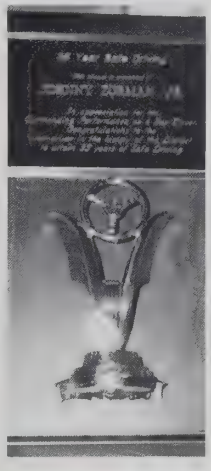
ARTISTS HONORED — Board President Linda Shepard and Vice President Michael Fajans (above) joined in honoring Yvette Lara and Jamal Bishop, 4th-graders at Oakland's Fruitvale Elementary, who produced the first-place Bay Bridge anniversary poster appearing on District buses. More than 500 Bay Area schools were invited to participate in the artistic contest, one of the many official anniversary events.

Joining with Bay Area In Bridge birthday bash Is November high-light

ANNIVERSARY ACTIVITIES — General Manager Gene Gardiner (at left) emceed at Oakland's official Bay Bridge Breakfast November 12. Then, enroute to the Toll Plaza for a re-enactment of the bridge opening, Gardiner rode in the 1931 Cadillac reportedly used by ex-President Herbert Hoover during the 1936 ceremonies.

Zorman's safe-driving record is honored

MASTERLY OPERATOR - General Manager Gene Gardiner and Director of Operations George Grandison presented specially-ordered Safe Driving patches to John L. Zorman (at center), noting 35 accident-free years behind the wheel.



UNIQUE AWARD — A special plaque also honors John Zorman's singular 35-year safe-driving feat. District records indicate that the veteran operator accumulated well over one million mishap-free miles while serving East Bay bus riders prior to his retirement earlier this year.

Board Actions

(Continued from page 12)

At a regular meeting November 12, the Board of Directors:

- Adopted resolution establishing annuity benefits for members of the Board of Directors, on motion of Director Rinehart.
- Adopted specified compensation/health and welfare adjustments for exempt employees and Officers of the Board; approved two job classifications for Office of the District Secretary; approved salary range for position of Manager of Government/Community Relations, on motion of Director Rinehart.
- Authorized travel of Purchases & Stores Manager in his position as 1987 Chairman of APTA's Purchases & Materials Management Administrative Committee, on motion of Director Fajans.

Clem Redmon recognized For 31-year service

RETIREMENT SEND-OFF — Before launching another long-time venture — this time, it's retirement — veteran Training Instructor Clement Redmon (right) posed with General Manager Gene Gardiner after receiving a plaque and being the subject of a Board of Directors commendatory resolution honoring his 31 years of transit service. The official resolution noting Redmon's retirement outlined the phases of his career, which began when he joined AC Transit's predecessor as a bus driver in 1955. Emphasizing his 25-year tenure as a training instructor, the special resolution spot-lighted, among other things, his reputation for "exemplary attendance", "dependability and congeniality".

Four receive Employee Recognition honors

JOB EXCELLENCE — Latest to be honored in the Employee Recognition Program are shown on this page. They are (top photo, left and center) Robert Cobb, "Bus Driver of the Quarter", and former Dispatcher Jack Patterson, "Clerical Employee of the Quarter", both of East Oakland Division, whose general superintendent, Keith Steckly, is shown presenting their awards. Gary Marriott (above right) received his congratulations for earning "Mechanic of the Quarter" title from Sterling Stewart, general superintendent, Hayward Division. In the spot-light as "Non-Union Employee of the Quarter" was (above left) Howard Dupuis, transportation supervisor.

Our 'Stockholders' Write

We went to the Cal football game as we do every time they play in Berkeley. We always ride the bus from the BART station at College and get the bus back at Durant and College. We went to the fraternity house after the game, so we were a bit late in getting a bus home. When we got down to Durant and College, the man who was directing the loading of the buses told us the last bus had just left!

There were two more buses standing there and when we said "Oh, help!" he asked where we were going. He knocked on the window of the bus standing there and said to the driver, "Take these people down to BART and then go to the yard."

The driver was charming and very interesting about some of his experiences as a bus driver. His name is *Joe Alder.* It was a wonderful experience.

Mary Proffitt
Advisory Committee
on Accessibility
Oakland

* * *

As a senior citizen obliged to use your bus service, it has been my privilege to observe your operations and the efficiency and courtesy of your drivers. I've noticed one who stands out for his able driving and unfailing courtesy *(Lucius Lee).* This driver has a polite greeting for every passenger and keeps a sharp eye on all passenger movements, even controlling unruly school kids.

J.G. Jimeno
Oakland

I am a visually impaired woman with severe "tunnel vision" who travels with a Seeing Eye dog. I take buses everywhere because, of course, I don't see well enough to drive. While my faithful canine companion does an outstanding job of preventing me from tripping on curbs or walking into obstacles, she leaves the responsibility to me of ensuring I have my packages when I leave the bus. But with such a narrow field of vision (it's like looking through a straw) I sometimes don't notice I've left my purse or other valuables behind.

Recently, when I got off in Alameda, I had one dog, her harness, but no purse or umbrella. I was panic-stricken, and the bus was already a block away. I walked back to the corner to begin my walk home. Suddenly, the driver of the bus came running up to me with my belongings. I was stunned! Apparently, he parked his bus at the corner just to try to see if I was still in the area.

Will you please let this driver (*M. McMillan*) know I will never forget his thoughtfulness and kindness?

Brandy Prince
Alameda

* * *

Just a note of thanks to one of your information operators *(Robert Lockhart).*

He took the time not only to map out a bus schedule and times, but even gave me BART fares and information. He really deserves a written note of thanks.

Evelyn Martin
East Bay

Actions of the Board

At an adjourned regular meeting October 15, the Board of Directors:

- Authorized travel of two District employees to attend Bus Maintenance Forum in Albuquerque, on motion of Director Fajans.
- Adopted resolution of congratulations on Operator Rick Vierra's first-place win at the annual American Public Transit Association Bus Roadeo in Detroit, on motion of Director Fajans.
- Approved participation in the Practical Business Training Program, beginning April 13, providing a three-month in-house training program for two Japanese executives, on motion of Director Rinehart.
- Approved amending Employee Recognition Program to incorporate awards of a $1000 Savings Bond to any District first-place winner in APTA International Bus Roadeo and of a $750 Bond to a second-place winner.

* * *

At an adjourned regular meeting October 29, the Board of Directors:

- Approved the District's hosting of 10th anniversary events of Bus Ride Magazine, on motion of Director Rinehart.
- Authorized General Manager to advertise and seek bids for the purchase of bus driver uniforms, on motion of Director Rinehart.
- Adopted resolution of appreciation and best wishes to Director John L. McDonnell on his retirement as Ward III representative, on motion of Director Rinehart.
- Authorized resolution of appreciation and best wishes to Clement E. Redmon, retiring after 31 years of transit service, on motion of Director Wiggins.
- Authorized General Manager to enter into contract agreement with MTC and BART to effect a Joint AC/BART Pass as of January 1, serving as a Demonstration Project for a period of at least six months, on motion of Director Bettencourt.
- Authorized General Manager to solicit Requests for Proposals for consulting services aimed at assuring DBE/WBE participation in APTA's EXPO '87, on motion of Director Rinehart.
- Authorized General Manager to enter into professional services agreement with Fern Tiger Associates for production of a slide presentation on the Comprehensive Service Plan to be used in public outreach, on motion of Director Wiggins.

(Continued on page 9)

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JEROME G. WIGGINS ..... Ward II
JOHN McDONNELL ..... Ward III
WILLIAM J. BETTENCOURT ..... Ward IV
RAY RINEHART ..... Director at Large

OFFICERS OF THE DISTRICT

Gene Gardiner ..... General Manager
Lawrence A. Rosenberg ..... District Secretary/ Assistant to GM
Richard W. Meier ..... Attorney for the District

MANAGEMENT

Nathaniel A. Gage ..... Assistant General Manager, Finance
Michal Settles ..... Director of Administration
George Grandison ..... Director of Operations
Glenn R. Andrade ..... Purchases and Stores Manager
Richard A. Fratus ..... Controller
Ozro D. Gould ..... Risk Manager
Pamela Granger ..... Administrative Projects Manager
Frank Johnson ... Gen'l. Superintendent, Central Maintenance
Joe M. Kinchen ..... Computer Operations Manager
Donald S. Larson ..... Research and Planning Manager
Mike Mills ..... Marketing Manager
Diane Nygaard ..... Operations Programming and Analysis Manager
George C. Skezas ..... Facility Administrator
Leland Skilling ..... General Superintendent, Richmond
Keith Steckley ..... General Superintendent, East Oakland
Sterling Stewart ..... General Superintendent, Hayward
Tom Swanson ..... General Superintendent, Emeryvilled
B. F. Williams ..... Operations Center Manager

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